

Old Colony Planning Council



Jeanmarie Kent Joyce
President

70 School Street
Brockton, MA 02301-4097

Pasquale Ciaramella
Executive Director

Telephone: (508) 583-1833
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December 2, 2009

Mr. Charlie Seelig, Town Administrator
Town of Halifax
499 Plymouth Street
Halifax, MA 02338

Dear Mr. Seelig:

Per your request, the Old Colony Planning Council (OCPC) has completed the data collection and analysis (traffic counts and pedestrian crossings) for Plymouth Street (Route 106). Automatic traffic recorder (ATR) counts were conducted at four locations along Plymouth Street (Route 106) during the week of September 21-25, 2009. Additionally, OCPC staff counted the number of pedestrians crossing at the Police Station / Post Office crosswalk, the Hemlock Lane crosswalk, and the Indian Path Road crosswalk during the morning and afternoon peak periods on September 24th, 2009. The following tables summarize the traffic data collected along the roadway on September 23rd and 24th, 2009.

Plymouth Street, east of Carver Street

| | Total | Eastbound | Westbound |
|------------------------------|-----------|-----------|-----------|
| Average Daily Traffic | 13,183 | 6,554 | 6,629 |
| Average Speed | 37 MPH | 38 MPH | 36 MPH |
| 85th Percentile Speed | 43 MPH | 44 MPH | 41 MPH |
| 10 MPH Pace Speed | 36-45 MPH | 36-45 MPH | 31-40 MPH |
| % Heavy Vehicles | 8.40% | 10.00% | 6.70% |

Plymouth Street, east of Hemlock Lane

| | Total | Eastbound | Westbound |
|------------------------------|-----------|-----------|-----------|
| Average Daily Traffic | 14,682 | 7,240 | 7,442 |
| Average Speed | 30 MPH | 30 MPH | 29 MPH |
| 85th Percentile Speed | 36 MPH | 37 MPH | 36 MPH |
| 10 MPH Pace Speed | 26-35 MPH | 26-35 MPH | 26-35 MPH |
| % Heavy Vehicles | 5.00% | 4.90% | 5.20% |

Plymouth Street, west of Indian Path Road

| | Total | Eastbound | Westbound |
|------------------------------|-----------|-----------|-----------|
| Average Daily Traffic | 15,036 | 7,528 | 7,508 |
| Average Speed | 35 MPH | 34 MPH | 36 MPH |
| 85th Percentile Speed | 41 MPH | 40 MPH | 42 MPH |
| 10 MPH Pace Speed | 31-40 MPH | 31-40 MPH | 31-40 MPH |
| % Heavy Vehicles | 6.10% | 6.50% | 5.80% |

Plymouth Street, east of Indian Path Road

| | Total | Eastbound | Westbound |
|------------------------------|-----------|-----------|-----------|
| Average Daily Traffic | 14,986 | 7,505 | 7,481 |
| Average Speed | 35 MPH | 34 MPH | 35 MPH |
| 85th Percentile Speed | 40 MPH | 40 MPH | 41 MPH |
| 10 MPH Pace Speed | 31-40 MPH | 31-40 MPH | 31-40 MPH |
| % Heavy Vehicles | 5.20% | 5.00% | 5.30% |

The figures (Figures 1-4) on the following pages summarize the total number of pedestrian crossings during the morning (6:00-10:00 AM) and afternoon (2:00-6:00 PM) periods that data was collected. Please note that these volumes did not satisfy the USDOT MUTCD minimum warrants for the installation of a pedestrian signal.

Old Colony Planning Council recommends the following actions and improvements to improve safety for motorists and pedestrians through the corridor:

- Strict enforcement by law enforcement of existing speed limits and crosswalk regulations along Route 106
- MUTCD Compliant (size, retro-reflectivity, etc) Signage on both sides of roadway, in each direction, for each crosswalk
- Maintenance of highly visible crosswalks
- Participation by Halifax Public Schools in the Safe Routes To School Program, to educate school-aged children on safe walking and cycling habits, and to become eligible for potential infrastructure funding
- Installation of ADA compliant sidewalk on the north side of Route 106 to Route 58
- Resolution of the conflict between the crosswalk and passing zone in the vicinity of the Police Station and Post Office
- Continued coordination with MassDOT
- Continued monitoring by Old Colony Planning Council of traffic conditions through the corridor

Figure 1: Morning (6:00-10:00 AM) Pedestrian Crossings on Plymouth Street (Route 106) in Halifax

Morning (6:00-10:00 AM) Pedestrian Crossings

West of Crosswalks, In Crosswalks, and East of Crosswalks

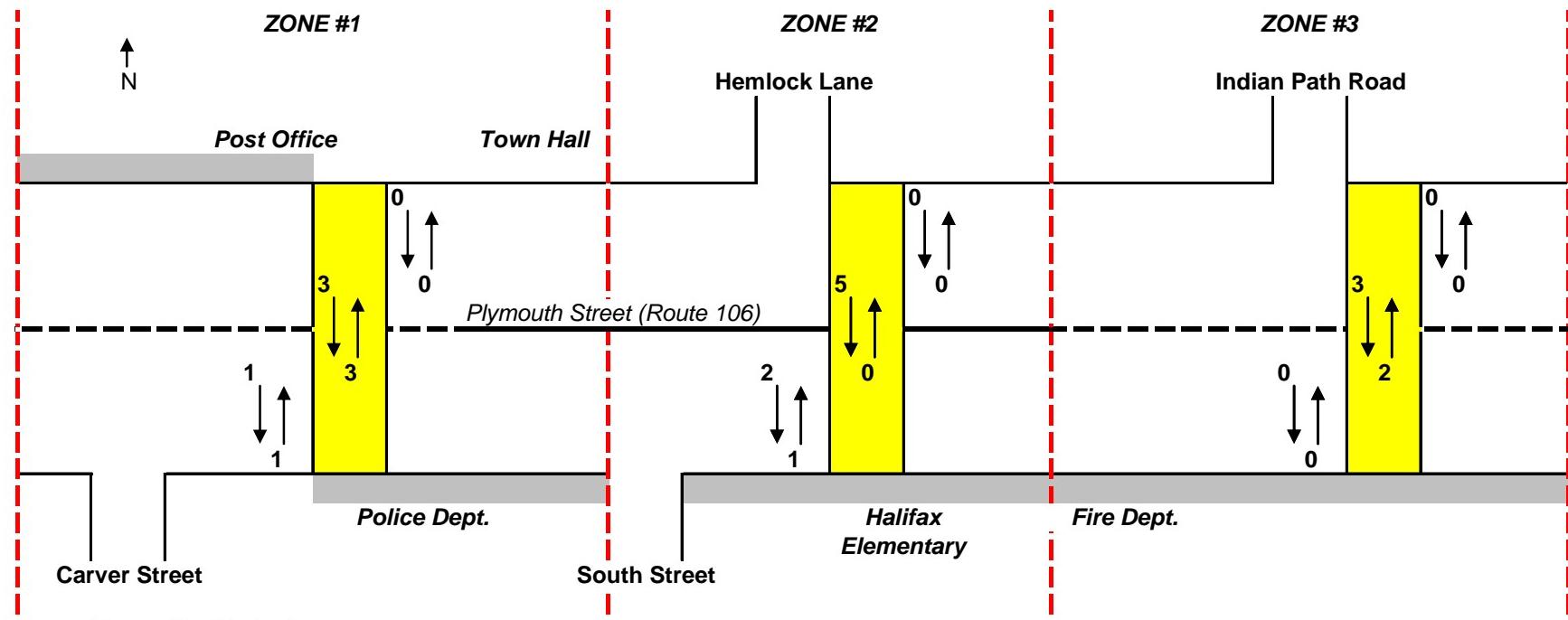


Figure 2: Afternoon (2:00-6:00 PM) Pedestrian Crossings on Plymouth (Route 106) in Halifax

Afternoon (2:00-6:00 PM) Pedestrian Crossings
West of Crosswalks, In Crosswalks, and East of Crosswalks

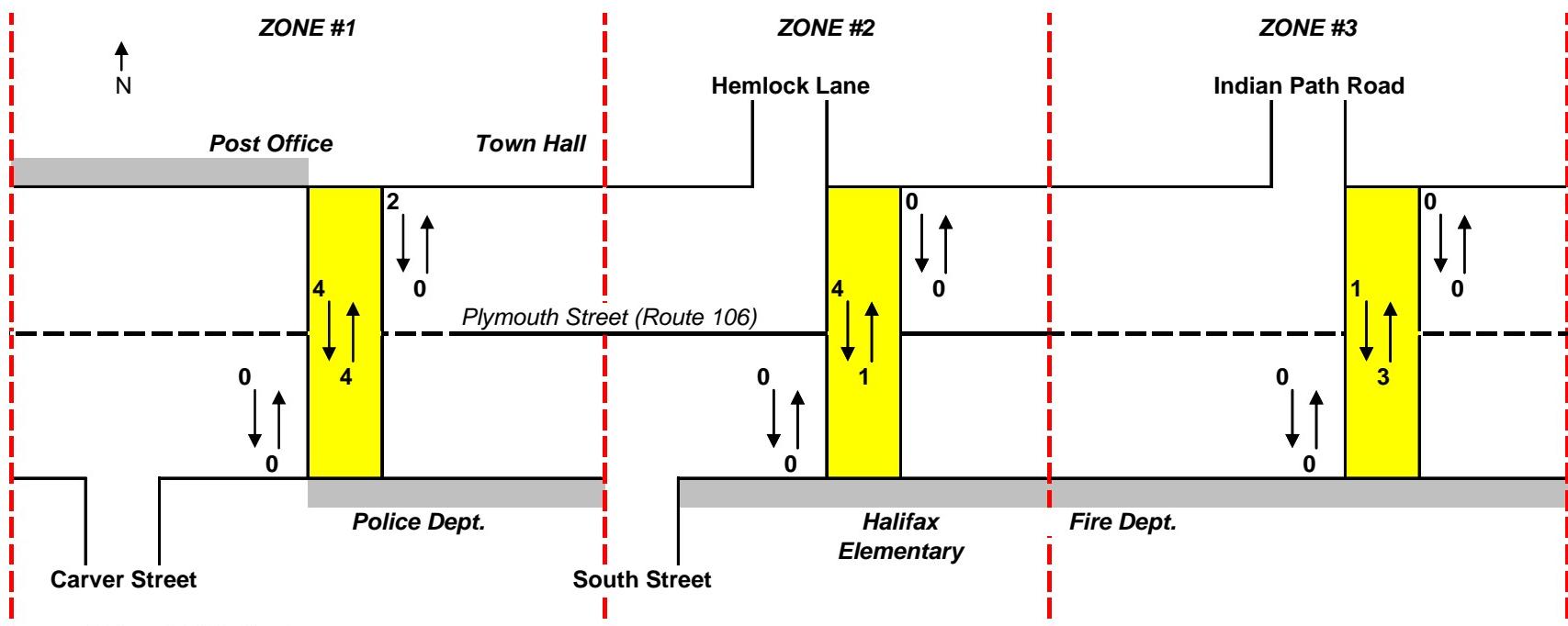


Figure 3: Morning (6:00-10:00 AM) Bicycle Crossings on Plymouth Street (Route 106) in Halifax

Morning (6:00-10:00 AM) Bicycle Crossings

West of Crosswalks, In Crosswalks, and East of Crosswalks

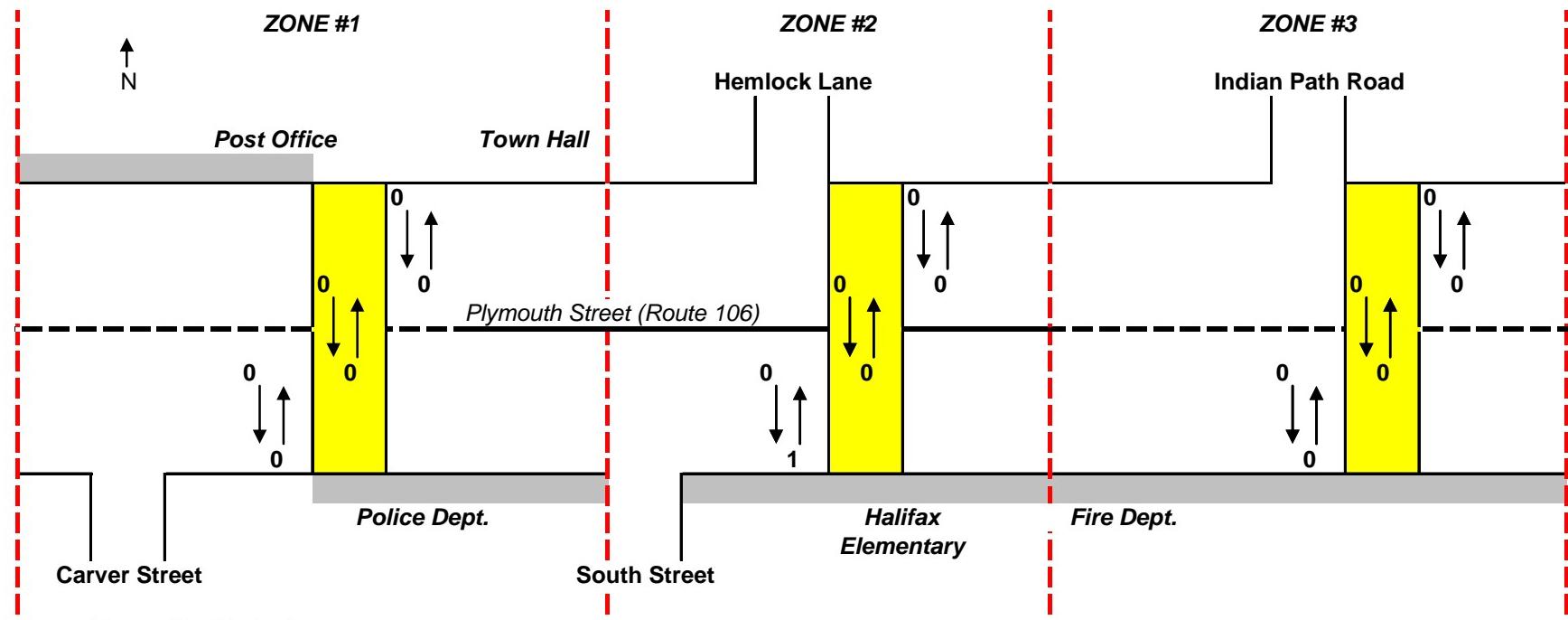
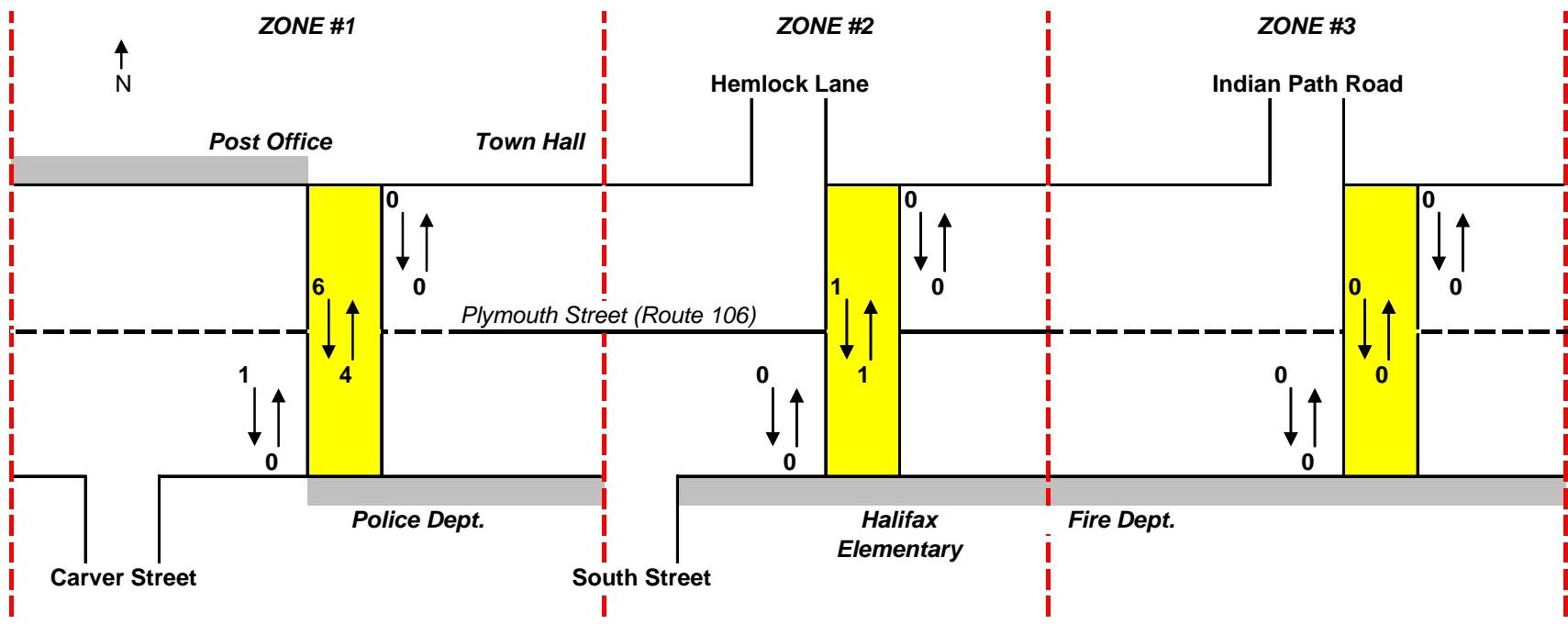


Figure 4: Afternoon (2:00-6:00 PM) Bicycle Crossings on Plymouth (Route 106) in Halifax

Afternoon (2:00-6:00 PM) Bicycle Crossings
West of Crosswalks, In Crosswalks, and East of Crosswalks



The following are examples of signage and visibility enhancements. Figure 5 shows the MUTCD standard signs, regulatory and warning, used in conjunction with crosswalks. Figure 6 shows MUTCD standards for the placement of the R1-5 sign, and the yield markings. Further enhancements for crosswalks include a textured crosswalk and bump outs that would block vehicles from using the shoulder to go around vehicles in front of them that are stopped for pedestrians. Figure 7 shows signs from the MUTCD to encourage crosswalk use and discourage jay-walking.

Figure 5 Pedestrian crosswalk signs (MUTCD)

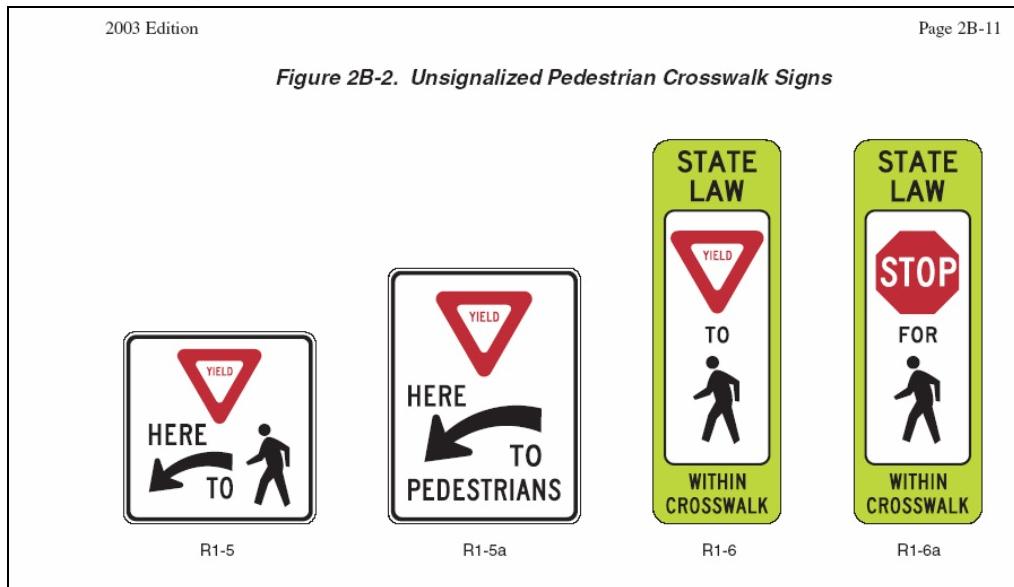


Figure 6 Crosswalk with yield signs and sign placement (MUTCD)

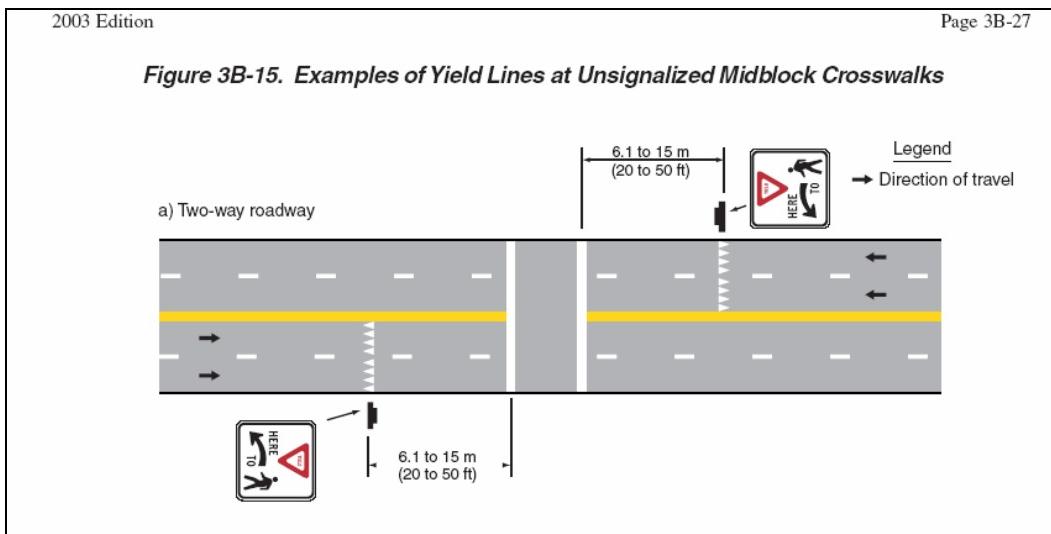


Figure 7 MUTCD signs to encourage crosswalk use (MUTCD)

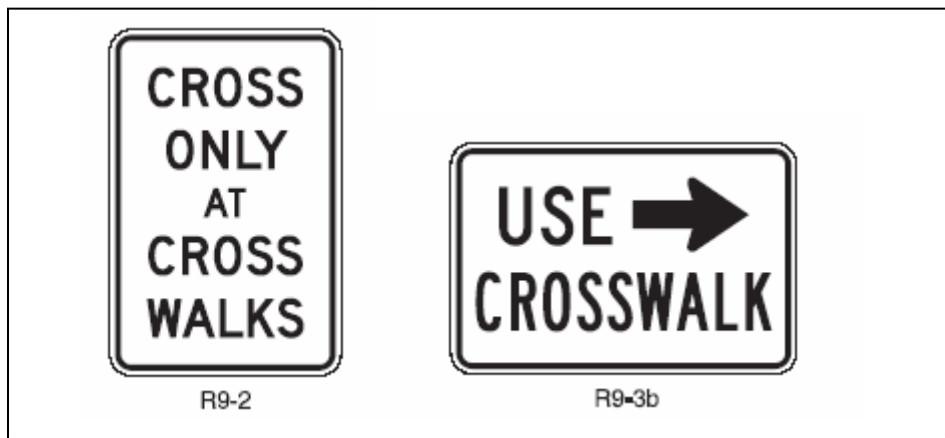


Figure 8: Another pedestrian button actuated flashing sign (W11 MUTCD) Rectangular Rapid Flashing Beacons – RRFB

Rectangular Rapid Flashing Beacons (RRFB) are flashing lights on pedestrian crossing signs at crosswalks that are actuated by the pedestrian via a push button. These flashing lights bring better visibility to the motorists that pedestrians are using the crosswalk.



Figure 9: Flashing lights on the W-11 sign (Rectangular Rapid Flashing Beacons - RRFB), used in conjunction with a crosswalk. These lights are pedestrian push-button actuated.

Furthermore, please find enclosed material from MassHighway's Massachusetts Traffic Safety Toolbox that offers suggestions for improving roadways safety.

Should you have any questions about this report, please contact Project Manager Bill McNulty at (508) 583-1833 or wmcnulty@ocpcrpa.org.

Sincerely,

Charles Kilmer
Transportation Program Manager

Cc:

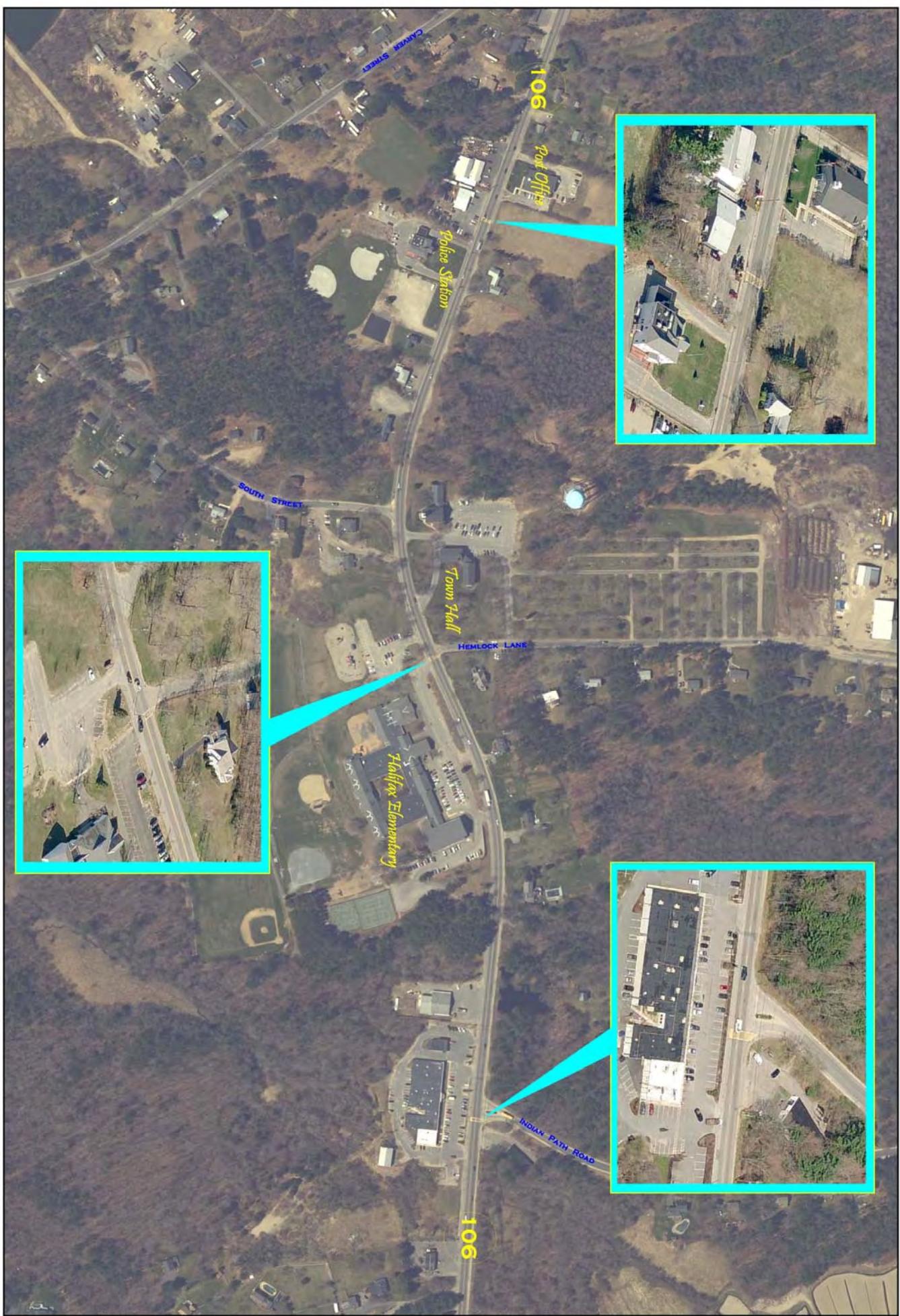
Mr. John Bruno, Chairman, Halifax Board of Selectmen
Mr. Robert Badore, Halifax Highway Department
Chief Michael Manoogian, Halifax Police Department
Mr. Troy Garron, Board of Selectmen, OCPC Alternate, and JTC Delegate
Mr. John G. Mather, OCPC Delegate
Ms. Pamela Haznar, P.E., MassDOT District 5
Mr. Paul Maloney, P.E., FHWA
Mr. Trey Wadsworth, MassDOT

Enclosures:

Locus Map / Aerial Photography of Study Area
ATR Traffic Data – Plymouth Street east of Carver Street
ATR Traffic Data – Plymouth Street east of Hemlock Lane
ATR Traffic Data – Plymouth Street West of Indian Path Road
ATR Traffic Data – Plymouth Street east of Indian Path Road
Massachusetts Traffic Safety Toolbox: Crosswalks
Massachusetts Traffic Safety Toolbox: Low-Cost Non-Intersection Safety Improvements
Massachusetts Traffic Safety Toolbox: Sight-Distance
Massachusetts Traffic Safety Toolbox: Retroreflectivity
MassRides Safe Routes To School Program
“Individuals’ Abilities and Behaviors Current Technologies in Intersection Crosswalks” by Michelle F. Heller, PH.D., et al (ITE Journal, 12/2008)

HALIFAX PEDESTRIAN CROSSING STUDY

PLYMOUTH STREET,
ROUTE 106



OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02301
GIS DATA SOURCES: EOTPW, MASSGIS, ORTHO PHOTO FLOWN IN 2005

SEPTEMBER, 16, 2009

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Page 1

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #16
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 23-Sep-09
 Date End: 24-Sep-09
 Plymouth St (106), east of Carver St

| Start Time | 21-Sep-09 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|--------------|-----------|----|-----|----|-------|-------|-------|-------|-----|----|-----|----|-----|----|--------------|-------|
| | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB |
| 12:00 AM | * | * | * | * | 34 | 19 | 34 | 23 | * | * | * | * | * | * | 34 | 21 |
| 01:00 | * | * | * | * | 15 | 14 | 17 | 18 | * | * | * | * | * | * | 16 | 16 |
| 02:00 | * | * | * | * | 9 | 10 | 19 | 12 | * | * | * | * | * | * | 14 | 11 |
| 03:00 | * | * | * | * | 13 | 11 | 8 | 13 | * | * | * | * | * | * | 10 | 12 |
| 04:00 | * | * | * | * | 21 | 61 | 31 | 53 | * | * | * | * | * | * | 26 | 57 |
| 05:00 | * | * | * | * | 72 | 141 | 75 | 144 | * | * | * | * | * | * | 74 | 142 |
| 06:00 | * | * | * | * | 258 | 284 | 268 | 279 | * | * | * | * | * | * | 263 | 282 |
| 07:00 | * | * | * | * | 418 | 579 | 400 | 596 | * | * | * | * | * | * | 409 | 588 |
| 08:00 | * | * | * | * | 407 | 511 | 429 | 457 | * | * | * | * | * | * | 418 | 484 |
| 09:00 | * | * | * | * | 339 | 316 | 355 | 391 | * | * | * | * | * | * | 347 | 354 |
| 10:00 | * | * | * | * | 343 | 336 | 329 | 343 | * | * | * | * | * | * | 336 | 340 |
| 11:00 | * | * | * | * | 329 | 334 | 346 | 319 | * | * | * | * | * | * | 338 | 326 |
| 12:00 PM | * | * | * | * | 375 | 351 | 412 | 376 | * | * | * | * | * | * | 394 | 364 |
| 01:00 | * | * | * | * | 379 | 356 | 380 | 371 | * | * | * | * | * | * | 380 | 364 |
| 02:00 | * | * | * | * | 411 | 456 | 465 | 419 | * | * | * | * | * | * | 438 | 438 |
| 03:00 | * | * | * | * | 586 | 465 | 517 | 505 | * | * | * | * | * | * | 552 | 485 |
| 04:00 | * | * | * | * | 567 | 514 | 660 | 547 | * | * | * | * | * | * | 614 | 530 |
| 05:00 | * | * | * | * | 610 | 561 | 641 | 534 | * | * | * | * | * | * | 626 | 548 |
| 06:00 | * | * | * | * | 493 | 445 | 463 | 418 | * | * | * | * | * | * | 478 | 432 |
| 07:00 | * | * | * | * | 306 | 262 | 274 | 325 | * | * | * | * | * | * | 290 | 294 |
| 08:00 | * | * | * | * | 210 | 218 | 183 | 214 | * | * | * | * | * | * | 196 | 216 |
| 09:00 | * | * | * | * | 152 | 170 | 178 | 148 | * | * | * | * | * | * | 165 | 159 |
| 10:00 | * | * | * | * | 90 | 103 | 77 | 106 | * | * | * | * | * | * | 84 | 104 |
| 11:00 | * | * | * | * | 49 | 54 | 54 | 69 | * | * | * | * | * | * | 52 | 62 |
| Total Day | 0 | 0 | 0 | 0 | 6486 | 6571 | 6615 | 6680 | 0 | 0 | 0 | 0 | 0 | 0 | 6554 | 6629 |
| AM Peak Vol. | | | | | 07:00 | 07:00 | 08:00 | 07:00 | | | | | | | 08:00 | 07:00 |
| PM Peak Vol. | | | | | 17:00 | 17:00 | 16:00 | 16:00 | | | | | | | 17:00 | 17:00 |
| Comb. Total | 0 | | 0 | | 13057 | | 13295 | | 0 | | 0 | | 0 | | 13183 | |

0 0 13057 13295 0 0 0 13183

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #16
 Tube Layout: L6 Basic (2')

Page 1

Station ID:
 Site Code: 118
 Date Start: 23-Sep-09
 Date End: 24-Sep-09
 Plymouth St (106), east of Carver St

| Start Time | 21-Sep-09 Mon | 22-Sep-09 Tue | 23-Sep-09 Wed | 24-Sep-09 Thu | 25-Sep-09 Fri | 26-Sep-09 Sat | 27-Sep-09 Sun | Week Average |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|---------------|
| 12:00 AM | * | * | 53 | 57 | * | * | * | 55 |
| 01:00 | * | * | 29 | 35 | * | * | * | 32 |
| 02:00 | * | * | 19 | 31 | * | * | * | 25 |
| 03:00 | * | * | 24 | 21 | * | * | * | 22 |
| 04:00 | * | * | 82 | 84 | * | * | * | 83 |
| 05:00 | * | * | 213 | 219 | * | * | * | 216 |
| 06:00 | * | * | 542 | 547 | * | * | * | 544 |
| 07:00 | * | * | 997 | 996 | * | * | * | 996 |
| 08:00 | * | * | 918 | 886 | * | * | * | 902 |
| 09:00 | * | * | 655 | 746 | * | * | * | 700 |
| 10:00 | * | * | 679 | 672 | * | * | * | 676 |
| 11:00 | * | * | 663 | 665 | * | * | * | 664 |
| 12:00 PM | * | * | 726 | 788 | * | * | * | 757 |
| 01:00 | * | * | 735 | 751 | * | * | * | 743 |
| 02:00 | * | * | 867 | 884 | * | * | * | 876 |
| 03:00 | * | * | 1051 | 1022 | * | * | * | 1036 |
| 04:00 | * | * | 1081 | 1207 | * | * | * | 1144 |
| 05:00 | * | * | 1171 | 1175 | * | * | * | 1173 |
| 06:00 | * | * | 938 | 881 | * | * | * | 910 |
| 07:00 | * | * | 568 | 599 | * | * | * | 584 |
| 08:00 | * | * | 428 | 397 | * | * | * | 412 |
| 09:00 | * | * | 322 | 326 | * | * | * | 324 |
| 10:00 | * | * | 193 | 183 | * | * | * | 188 |
| 11:00 | * | * | 103 | 123 | * | * | * | 113 |
| Total Percentage | 0 0.0% | 0 0.0% | 13057 99.1% | 13295 100.9% | 0 0.0% | 0 0.0% | 0 0.0% | 13175 |
| AM Peak Vol. | | | 07:00 997 | 07:00 996 | | | | 07:00 996 |
| PM Peak Vol. | | | 17:00 1171 | 16:00 1207 | | | | 17:00 1173 |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #16
Tube Layout: L6 Basic (2')

Page 1

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Carver St

EB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|----|-----|-----|------|------|-----|----|----|----|----|----|----|-----|-------|
| 09/23/09 | 0 | 0 | 0 | 4 | 3 | 14 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 05:00 | 2 | 2 | 0 | 4 | 4 | 29 | 25 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 72 |
| 06:00 | 10 | 1 | 2 | 4 | 40 | 110 | 80 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |
| 07:00 | 22 | 0 | 1 | 7 | 37 | 214 | 122 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 418 |
| 08:00 | 25 | 2 | 2 | 22 | 62 | 161 | 111 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 407 |
| 09:00 | 14 | 1 | 7 | 22 | 51 | 120 | 98 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 339 |
| 10:00 | 14 | 1 | 4 | 23 | 57 | 134 | 94 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 343 |
| 11:00 | 8 | 1 | 3 | 17 | 46 | 112 | 123 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 329 |
| 12 PM | 6 | 1 | 2 | 10 | 55 | 149 | 127 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 375 |
| 13:00 | 19 | 1 | 7 | 20 | 51 | 149 | 106 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 379 |
| 14:00 | 15 | 3 | 4 | 22 | 65 | 151 | 133 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 411 |
| 15:00 | 31 | 3 | 5 | 28 | 98 | 230 | 165 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 586 |
| 16:00 | 20 | 5 | 15 | 19 | 102 | 240 | 138 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 567 |
| 17:00 | 33 | 0 | 1 | 6 | 52 | 280 | 215 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 610 |
| 18:00 | 20 | 0 | 0 | 11 | 43 | 204 | 194 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 493 |
| 19:00 | 8 | 1 | 1 | 1 | 32 | 138 | 108 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 306 |
| 20:00 | 10 | 0 | 0 | 2 | 27 | 87 | 69 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 21:00 | 2 | 0 | 0 | 1 | 9 | 74 | 53 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 22:00 | 3 | 0 | 0 | 0 | 5 | 37 | 33 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 23:00 | 1 | 0 | 1 | 0 | 2 | 13 | 28 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 49 |
| Total | 263 | 22 | 55 | 223 | 845 | 2670 | 2049 | 329 | 28 | 1 | 1 | 0 | 0 | 0 | 0 | 6486 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 33 MPH |
| | 50th Percentile : | 39 MPH |
| | 85th Percentile : | 44 MPH |
| | 95th Percentile : | 46 MPH |
| | Mean Speed(Average) : | 38 MPH |
| | 10 MPH Pace Speed : | 36-45 MPH |
| | Number in Pace : | 4719 |
| | Percent in Pace : | 72.8% |
| | Number of Vehicles > 35 MPH : | 5078 |
| | Percent of Vehicles > 35 MPH : | 78.3% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #16
Tube Layout: L6 Basic (2')

Page 2

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Carver St

EB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|----|-----|-----|------|------|-----|----|----|----|----|----|----|-----|-------|
| 09/24/09 | 0 | 1 | 0 | 0 | 6 | 12 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 02:00 | 0 | 0 | 0 | 0 | 2 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 0 | 0 | 0 | 2 | 9 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 05:00 | 3 | 0 | 2 | 1 | 11 | 30 | 19 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 06:00 | 10 | 0 | 4 | 8 | 29 | 116 | 83 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 268 |
| 07:00 | 21 | 4 | 7 | 9 | 42 | 163 | 127 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| 08:00 | 21 | 2 | 7 | 12 | 60 | 181 | 125 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 429 |
| 09:00 | 23 | 1 | 7 | 19 | 58 | 141 | 82 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 355 |
| 10:00 | 11 | 0 | 2 | 16 | 50 | 126 | 99 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 329 |
| 11:00 | 6 | 2 | 3 | 8 | 33 | 153 | 118 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 346 |
| 12 PM | 15 | 2 | 5 | 21 | 60 | 145 | 131 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 412 |
| 13:00 | 16 | 0 | 10 | 15 | 61 | 118 | 142 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 380 |
| 14:00 | 18 | 5 | 10 | 25 | 103 | 183 | 96 | 22 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 465 |
| 15:00 | 34 | 5 | 15 | 24 | 92 | 227 | 105 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 517 |
| 16:00 | 47 | 11 | 18 | 27 | 150 | 285 | 120 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 660 |
| 17:00 | 27 | 0 | 1 | 15 | 75 | 308 | 193 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 641 |
| 18:00 | 14 | 0 | 3 | 7 | 51 | 194 | 181 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 463 |
| 19:00 | 10 | 0 | 0 | 2 | 36 | 136 | 82 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 274 |
| 20:00 | 3 | 0 | 0 | 0 | 23 | 70 | 70 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 21:00 | 2 | 1 | 0 | 1 | 14 | 76 | 71 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 22:00 | 1 | 0 | 1 | 1 | 3 | 23 | 38 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 23:00 | 0 | 0 | 0 | 1 | 2 | 25 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Total | 282 | 34 | 95 | 212 | 964 | 2739 | 1944 | 319 | 21 | 3 | 1 | 0 | 0 | 0 | 1 | 6615 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 32 MPH |
| | 50th Percentile : | 39 MPH |
| | 85th Percentile : | 44 MPH |
| | 95th Percentile : | 46 MPH |
| | Mean Speed(Average) : | 37 MPH |
| | 10 MPH Pace Speed : | 36-45 MPH |
| | Number in Pace : | 4683 |
| | Percent in Pace : | 70.8% |
| | Number of Vehicles > 35 MPH : | 5028 |
| | Percent of Vehicles > 35 MPH : | 76.0% |

| | | | | | | | | | | | | | | | |
|-------------|--------------------------------|-----------|-----|-----|------|------|------|-----|----|---|---|---|---|---|-------|
| Grand Total | 545 | 56 | 150 | 435 | 1809 | 5409 | 3993 | 648 | 49 | 4 | 2 | 0 | 0 | 1 | 13101 |
| Overall | | | | | | | | | | | | | | | |
| | 15th Percentile : | 33 MPH | | | | | | | | | | | | | |
| | 50th Percentile : | 39 MPH | | | | | | | | | | | | | |
| | 85th Percentile : | 44 MPH | | | | | | | | | | | | | |
| | 95th Percentile : | 46 MPH | | | | | | | | | | | | | |
| | Mean Speed(Average) : | 38 MPH | | | | | | | | | | | | | |
| | 10 MPH Pace Speed : | 36-45 MPH | | | | | | | | | | | | | |
| | Number in Pace : | 9402 | | | | | | | | | | | | | |
| | Percent in Pace : | 71.8% | | | | | | | | | | | | | |
| | Number of Vehicles > 35 MPH : | 10106 | | | | | | | | | | | | | |
| | Percent of Vehicles > 35 MPH : | 77.1% | | | | | | | | | | | | | |

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Page 3

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #16
 Tube Layout: L6 Basic (2')

Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

Plymouth St (106), east of Carver St

WB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|----|-----|------|------|------|-----|----|----|----|----|----|----|-----|-------|
| 09/23/09 | 0 | 0 | 0 | 0 | 2 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 01:00 | 0 | 0 | 0 | 1 | 2 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:00 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 11 |
| 04:00 | 0 | 0 | 1 | 0 | 7 | 26 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 05:00 | 2 | 0 | 1 | 2 | 22 | 59 | 48 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 06:00 | 8 | 3 | 6 | 2 | 82 | 148 | 32 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| 07:00 | 29 | 0 | 0 | 12 | 146 | 300 | 89 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 579 |
| 08:00 | 27 | 0 | 5 | 47 | 117 | 237 | 73 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 511 |
| 09:00 | 9 | 1 | 1 | 22 | 84 | 142 | 52 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 10:00 | 14 | 1 | 2 | 17 | 69 | 170 | 61 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 336 |
| 11:00 | 16 | 0 | 1 | 18 | 86 | 153 | 57 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 334 |
| 12 PM | 15 | 1 | 3 | 13 | 64 | 167 | 79 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 351 |
| 13:00 | 20 | 0 | 2 | 23 | 72 | 171 | 61 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 356 |
| 14:00 | 21 | 3 | 2 | 29 | 164 | 178 | 54 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 456 |
| 15:00 | 31 | 1 | 7 | 34 | 117 | 201 | 65 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 465 |
| 16:00 | 30 | 0 | 4 | 23 | 143 | 241 | 64 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 514 |
| 17:00 | 45 | 1 | 10 | 15 | 106 | 294 | 79 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 561 |
| 18:00 | 23 | 3 | 1 | 12 | 81 | 226 | 91 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 445 |
| 19:00 | 6 | 3 | 1 | 8 | 45 | 149 | 46 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 |
| 20:00 | 6 | 1 | 1 | 1 | 33 | 113 | 57 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 218 |
| 21:00 | 1 | 0 | 1 | 1 | 23 | 102 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 22:00 | 1 | 0 | 0 | 0 | 14 | 54 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 23:00 | 0 | 0 | 0 | 0 | 3 | 30 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Total | 304 | 18 | 49 | 281 | 1484 | 3187 | 1133 | 104 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 6571 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 32 MPH |
| | 50th Percentile : | 37 MPH |
| | 85th Percentile : | 42 MPH |
| | 95th Percentile : | 45 MPH |
| | Mean Speed(Average) : | 36 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 4671 |
| | Percent in Pace : | 71.1% |
| | Number of Vehicles > 35 MPH : | 4435 |
| | Percent of Vehicles > 35 MPH : | 67.5% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 4

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #16
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Carver St

WB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|--------------|------------|-----------|-----------|------------|-------------|-------------|-------------|-----------|----------|----------|----------|----------|----------|----------|-------------|-------|
| 09/24/09 | 0 | 0 | 1 | 0 | 1 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 01:00 | 0 | 0 | 0 | 1 | 1 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 02:00 | 0 | 0 | 0 | 0 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 03:00 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:00 | 0 | 0 | 0 | 1 | 4 | 23 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 05:00 | 1 | 0 | 1 | 3 | 11 | 79 | 41 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 06:00 | 7 | 3 | 5 | 7 | 61 | 134 | 59 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 279 |
| 07:00 | 32 | 0 | 1 | 12 | 164 | 317 | 66 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 596 |
| 08:00 | 18 | 0 | 5 | 24 | 130 | 207 | 69 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 457 |
| 09:00 | 19 | 2 | 6 | 15 | 116 | 177 | 51 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 391 |
| 10:00 | 13 | 1 | 4 | 20 | 72 | 184 | 47 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 343 |
| 11:00 | 12 | 0 | 2 | 11 | 54 | 159 | 74 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 319 |
| 12 PM | 13 | 1 | 6 | 12 | 100 | 168 | 69 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 376 |
| 13:00 | 25 | 1 | 3 | 15 | 119 | 153 | 49 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 371 |
| 14:00 | 26 | 1 | 10 | 53 | 141 | 152 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 419 |
| 15:00 | 33 | 1 | 2 | 21 | 182 | 228 | 30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 505 |
| 16:00 | 43 | 0 | 10 | 35 | 166 | 249 | 43 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 547 |
| 17:00 | 41 | 0 | 3 | 13 | 159 | 255 | 56 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 534 |
| 18:00 | 23 | 1 | 3 | 16 | 92 | 200 | 79 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 418 |
| 19:00 | 13 | 0 | 1 | 7 | 89 | 163 | 47 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 325 |
| 20:00 | 4 | 0 | 0 | 1 | 47 | 107 | 52 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| 21:00 | 2 | 0 | 0 | 1 | 18 | 74 | 50 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 22:00 | 3 | 0 | 1 | 1 | 10 | 54 | 31 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 106 |
| 23:00 | 0 | 1 | 0 | 3 | 8 | 28 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Total | 328 | 12 | 64 | 272 | 1749 | 3150 | 1011 | 87 | 5 | 2 | 0 | 0 | 0 | 0 | 6680 | |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 31 MPH |
| | 50th Percentile : | 37 MPH |
| | 85th Percentile : | 41 MPH |
| | 95th Percentile : | 44 MPH |
| | Mean Speed(Average) : | 36 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 4899 |
| | Percent in Pace : | 73.3% |
| | Number of Vehicles > 35 MPH : | 4255 |
| | Percent of Vehicles > 35 MPH : | 63.7% |

| | | | | | | | | | | | | | | | | |
|--------------------|--------------------------------|-----------|-----|-----|------|------|------|-----|----|---|---|---|---|---|---|-------|
| Grand Total | 632 | 30 | 113 | 553 | 3233 | 6337 | 2144 | 191 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 13251 |
| Overall | | | | | | | | | | | | | | | | |
| | 15th Percentile : | 32 MPH | | | | | | | | | | | | | | |
| | 50th Percentile : | 37 MPH | | | | | | | | | | | | | | |
| | 85th Percentile : | 41 MPH | | | | | | | | | | | | | | |
| | 95th Percentile : | 44 MPH | | | | | | | | | | | | | | |
| | Mean Speed(Average) : | 36 MPH | | | | | | | | | | | | | | |
| | 10 MPH Pace Speed : | 31-40 MPH | | | | | | | | | | | | | | |
| | Number in Pace : | 9570 | | | | | | | | | | | | | | |
| | Percent in Pace : | 72.2% | | | | | | | | | | | | | | |
| | Number of Vehicles > 35 MPH : | 8690 | | | | | | | | | | | | | | |
| | Percent of Vehicles > 35 MPH : | 65.6% | | | | | | | | | | | | | | |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #16
Tube Layout: L6 Basic (2')

Page 5

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Carver St

EB, WB

| Start Time | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|-----|-----|------|------|------|-----|----|----|----|----|----|----|-----|-------|
| 09/23/09 | 0 | 0 | 0 | 4 | 5 | 23 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 01:00 | 0 | 0 | 0 | 1 | 3 | 10 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 10 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 03:00 | 0 | 0 | 0 | 0 | 4 | 9 | 7 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 24 |
| 04:00 | 0 | 0 | 1 | 0 | 7 | 38 | 29 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 05:00 | 4 | 2 | 1 | 6 | 26 | 88 | 73 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 213 |
| 06:00 | 18 | 4 | 8 | 6 | 122 | 258 | 112 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 542 |
| 07:00 | 51 | 0 | 1 | 19 | 183 | 514 | 211 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 997 |
| 08:00 | 52 | 2 | 7 | 69 | 179 | 398 | 184 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 918 |
| 09:00 | 23 | 2 | 8 | 44 | 135 | 262 | 150 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 655 |
| 10:00 | 28 | 2 | 6 | 40 | 126 | 304 | 155 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 679 |
| 11:00 | 24 | 1 | 4 | 35 | 132 | 265 | 180 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 663 |
| 12 PM | 21 | 2 | 5 | 23 | 119 | 316 | 206 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 726 |
| 13:00 | 39 | 1 | 9 | 43 | 123 | 320 | 167 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 735 |
| 14:00 | 36 | 6 | 6 | 51 | 229 | 329 | 187 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 867 |
| 15:00 | 62 | 4 | 12 | 62 | 215 | 431 | 230 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1051 |
| 16:00 | 50 | 5 | 19 | 42 | 245 | 481 | 202 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1081 |
| 17:00 | 78 | 1 | 11 | 21 | 158 | 574 | 294 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1171 |
| 18:00 | 43 | 3 | 1 | 23 | 124 | 430 | 285 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 938 |
| 19:00 | 14 | 4 | 2 | 9 | 77 | 287 | 154 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 568 |
| 20:00 | 16 | 1 | 1 | 3 | 60 | 200 | 126 | 19 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 428 |
| 21:00 | 3 | 0 | 1 | 2 | 32 | 176 | 94 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 322 |
| 22:00 | 4 | 0 | 0 | 0 | 19 | 91 | 65 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| 23:00 | 1 | 0 | 1 | 0 | 5 | 43 | 44 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 103 |
| Total | 567 | 40 | 104 | 504 | 2329 | 5857 | 3182 | 433 | 36 | 2 | 3 | 0 | 0 | 0 | 0 | 13057 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 32 MPH |
| | 50th Percentile : | 38 MPH |
| | 85th Percentile : | 43 MPH |
| | 95th Percentile : | 45 MPH |
| | Mean Speed(Average) : | 37 MPH |
| | 10 MPH Pace Speed : | 36-45 MPH |
| | Number in Pace : | 9039 |
| | Percent in Pace : | 69.2% |
| | Number of Vehicles > 35 MPH : | 9513 |
| | Percent of Vehicles > 35 MPH : | 72.9% |

Old Colony Planning Council
70 School Street
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Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #16
Tube Layout: L6 Basic (2')

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Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

106), east of Carver St

Plymouth St (106), east of Carver St

EB, WB

| Start Time | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total |
|------------|-----|----|-----|-----|------|------|------|-----|----|----|----|----|----|-----|-------|
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | |
| 09/24/09 | 0 | 1 | 1 | 0 | 7 | 26 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 01:00 | 0 | 0 | 0 | 1 | 1 | 21 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 02:00 | 0 | 0 | 0 | 0 | 4 | 15 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 31 |
| 03:00 | 0 | 0 | 0 | 0 | 3 | 7 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 04:00 | 0 | 0 | 0 | 1 | 6 | 32 | 36 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 84 |
| 05:00 | 4 | 0 | 3 | 4 | 22 | 109 | 60 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 219 |
| 06:00 | 17 | 3 | 9 | 15 | 90 | 250 | 142 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 547 |
| 07:00 | 53 | 4 | 8 | 21 | 206 | 480 | 193 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 996 |
| 08:00 | 39 | 2 | 12 | 36 | 190 | 388 | 194 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 886 |
| 09:00 | 42 | 3 | 13 | 34 | 174 | 318 | 133 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 746 |
| 10:00 | 24 | 1 | 6 | 36 | 122 | 310 | 146 | 24 | 2 | 1 | 0 | 0 | 0 | 0 | 672 |
| 11:00 | 18 | 2 | 5 | 19 | 87 | 312 | 192 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 665 |
| 12 PM | 28 | 3 | 11 | 33 | 160 | 313 | 200 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 788 |
| 13:00 | 41 | 1 | 13 | 30 | 180 | 271 | 191 | 22 | 1 | 1 | 0 | 0 | 0 | 0 | 751 |
| 14:00 | 44 | 6 | 20 | 78 | 244 | 335 | 130 | 24 | 1 | 1 | 1 | 0 | 0 | 0 | 884 |
| 15:00 | 67 | 6 | 17 | 45 | 274 | 455 | 135 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 1022 |
| 16:00 | 90 | 11 | 28 | 62 | 316 | 534 | 163 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1207 |
| 17:00 | 68 | 0 | 4 | 28 | 234 | 563 | 249 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 1175 |
| 18:00 | 37 | 1 | 6 | 23 | 143 | 394 | 260 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 881 |
| 19:00 | 23 | 0 | 1 | 9 | 125 | 299 | 129 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 599 |
| 20:00 | 7 | 0 | 0 | 1 | 70 | 177 | 122 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 397 |
| 21:00 | 4 | 1 | 0 | 2 | 32 | 150 | 121 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 326 |
| 22:00 | 4 | 0 | 2 | 2 | 13 | 77 | 69 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 183 |
| 23:00 | 0 | 1 | 0 | 4 | 10 | 53 | 45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| Total | 610 | 46 | 159 | 484 | 2713 | 5889 | 2955 | 406 | 26 | 5 | 1 | 0 | 0 | 1 | 13295 |

Daily

15th Percentile : 32 MPH
50th Percentile : 38 MPH
85th Percentile : 43 MPH
95th Percentile : 45 MPH

| | |
|--------------------------------|-----------|
| Mean Speed(Average) : | 36 MPH |
| 10 MPH Pace Speed : | 36-45 MPH |
| Number in Pace : | 8844 |
| Percent in Pace : | 66.5% |
| Number of Vehicles > 35 MPH : | 9283 |
| Percent of Vehicles > 35 MPH : | 69.8% |

| | | | | | | | | | | | | | | | |
|-------------|------|----|-----|-----|------|-------|------|-----|----|---|---|---|---|---|-------|
| Grand Total | 1177 | 86 | 263 | 988 | 5042 | 11746 | 6137 | 839 | 62 | 7 | 4 | 0 | 0 | 1 | 26352 |
|-------------|------|----|-----|-----|------|-------|------|-----|----|---|---|---|---|---|-------|

| | | |
|---------|-------------------|--------|
| Overall | 15th Percentile : | 32 MPH |
| | 50th Percentile : | 38 MPH |
| | 85th Percentile : | 43 MPH |
| | 95th Percentile : | 45 MPH |

| | |
|--------------------------------|-----------|
| Mean Speed(Average) : | 37 MPH |
| 10 MPH Pace Speed : | 36-45 MPH |
| Number in Pace : | 17883 |
| Percent in Pace : | 67.9% |
| Number of Vehicles > 35 MPH : | 18796 |
| Percent of Vehicles > 35 MPH : | 71.3% |

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Page 1

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #16
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Carver St

EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/23/09 | 0 | 22 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 3 |
| 01:00 | 1 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 |
| 02:00 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 |
| 03:00 | 0 | 6 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 |
| 04:00 | 0 | 11 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 |
| 05:00 | 0 | 43 | 18 | 3 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 72 | 11 |
| 06:00 | 3 | 149 | 72 | 4 | 23 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 258 | 34 |
| 07:00 | 4 | 226 | 125 | 8 | 36 | 6 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 417 | 62 |
| 08:00 | 4 | 218 | 139 | 6 | 32 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 406 | 45 |
| 09:00 | 4 | 211 | 93 | 2 | 21 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 339 | 31 |
| 10:00 | 2 | 201 | 97 | 3 | 34 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 343 | 43 |
| 11:00 | 1 | 200 | 94 | 1 | 24 | 1 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 329 | 34 |
| 12 PM | 1 | 227 | 107 | 4 | 31 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 375 | 40 |
| 13:00 | 5 | 221 | 116 | 3 | 29 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 379 | 37 |
| 14:00 | 8 | 252 | 115 | 4 | 22 | 3 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 410 | 35 |
| 15:00 | 5 | 355 | 176 | 1 | 44 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 585 | 49 |
| 16:00 | 8 | 319 | 178 | 2 | 49 | 4 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 566 | 61 |
| 17:00 | 5 | 388 | 176 | 0 | 37 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 609 | 40 |
| 18:00 | 8 | 313 | 122 | 0 | 47 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 492 | 49 |
| 19:00 | 11 | 188 | 85 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 306 | 22 |
| 20:00 | 2 | 143 | 52 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 13 |
| 21:00 | 3 | 108 | 33 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 8 |
| 22:00 | 0 | 65 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 2 |
| 23:00 | 1 | 32 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 3 |
| Total | 76 | 3912 | 1861 | 44 | 487 | 35 | 3 | 32 | 27 | 2 | 0 | 0 | 0 | 6479 | 630 |
| Percent | 1.2% | 60.4% | 28.7% | 0.7% | 7.5% | 0.5% | 0.0% | 0.5% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 9.7% | |
| AM Peak Vol. | 07:00 | 07:00 | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 07:00 | 08:00 | | | | 07:00 | 07:00 |
| AM Peak Vol. | 4 | 226 | 139 | 8 | 36 | 6 | 1 | 6 | 6 | 1 | | | | 417 | 62 |
| PM Peak Vol. | 19:00 | 17:00 | 16:00 | 12:00 | 16:00 | 13:00 | 13:00 | 12:00 | 14:00 | 16:00 | | | | 17:00 | 16:00 |
| PM Peak Vol. | 11 | 388 | 178 | 4 | 49 | 4 | 1 | 3 | 5 | 1 | | | | 609 | 61 |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
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Page 2

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #16
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Carver St

EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/24/09 | 0 | 24 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 34 | 2 |
| 01:00 | 0 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 |
| 02:00 | 0 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 |
| 03:00 | 0 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 |
| 04:00 | 0 | 14 | 9 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 8 |
| 05:00 | 0 | 40 | 25 | 3 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 75 | 10 |
| 06:00 | 3 | 156 | 71 | 3 | 30 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 268 | 38 |
| 07:00 | 2 | 231 | 112 | 9 | 38 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 399 | 54 |
| 08:00 | 2 | 229 | 151 | 8 | 35 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 428 | 46 |
| 09:00 | 0 | 210 | 106 | 4 | 29 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 354 | 38 |
| 10:00 | 7 | 194 | 91 | 2 | 30 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 329 | 37 |
| 11:00 | 5 | 196 | 106 | 3 | 28 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 346 | 39 |
| 12 PM | 10 | 225 | 134 | 3 | 27 | 5 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 411 | 42 |
| 13:00 | 7 | 240 | 97 | 2 | 28 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 380 | 36 |
| 14:00 | 2 | 269 | 141 | 9 | 37 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 464 | 52 |
| 15:00 | 4 | 309 | 147 | 4 | 42 | 3 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 516 | 56 |
| 16:00 | 4 | 413 | 182 | 5 | 51 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 659 | 60 |
| 17:00 | 7 | 395 | 180 | 3 | 49 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 640 | 58 |
| 18:00 | 7 | 282 | 122 | 1 | 47 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 463 | 52 |
| 19:00 | 5 | 170 | 82 | 0 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 274 | 17 |
| 20:00 | 1 | 113 | 58 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 183 | 11 |
| 21:00 | 0 | 113 | 53 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 178 | 12 |
| 22:00 | 0 | 54 | 15 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 77 | 8 |
| 23:00 | 1 | 39 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 5 |
| Total | 67 | 3950 | 1905 | 62 | 534 | 32 | 1 | 41 | 13 | 1 | 1 | 0 | 0 | 6607 | 685 |
| Percent | 1.0% | 59.8% | 28.8% | 0.9% | 8.1% | 0.5% | 0.0% | 0.6% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | | 10.4% |
| AM Peak Vol. | 10:00 | 07:00 | 08:00 | 07:00 | 07:00 | 11:00 | 07:00 | 07:00 | 06:00 | | | | | 08:00 | 07:00 |
| | | | | | | | | | | | | | | 428 | 54 |
| PM Peak Vol. | 12:00 | 16:00 | 16:00 | 14:00 | 16:00 | 12:00 | | 14:00 | 12:00 | 17:00 | 13:00 | | | 16:00 | 16:00 |
| | | | | | | | | | | | | | | 659 | 60 |
| Grand Total | 143 | 7862 | 3766 | 106 | 1021 | 67 | 4 | 73 | 40 | 3 | 1 | 0 | 0 | 13086 | 1315 |
| Percent | 1.1% | 60.1% | 28.8% | 0.8% | 7.8% | 0.5% | 0.0% | 0.6% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 10.0% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 3

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #16
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Carver St

WB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|-------|-------------|
| 09/23/09 | 0 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 |
| 01:00 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 |
| 02:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 03:00 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 |
| 04:00 | 0 | 31 | 25 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 5 |
| 05:00 | 2 | 77 | 50 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 141 | 12 |
| 06:00 | 3 | 172 | 84 | 4 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 284 | 25 |
| 07:00 | 5 | 399 | 137 | 5 | 26 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 578 | 37 |
| 08:00 | 3 | 347 | 128 | 5 | 20 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 510 | 32 |
| 09:00 | 2 | 219 | 71 | 6 | 12 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 316 | 24 |
| 10:00 | 2 | 216 | 92 | 2 | 19 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 336 | 26 |
| 11:00 | 0 | 201 | 97 | 4 | 23 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 333 | 35 |
| 12 PM | 3 | 213 | 102 | 4 | 19 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 350 | 32 |
| 13:00 | 6 | 239 | 83 | 2 | 16 | 2 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 355 | 27 |
| 14:00 | 6 | 291 | 116 | 11 | 21 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 455 | 42 |
| 15:00 | 4 | 296 | 132 | 3 | 21 | 5 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 464 | 32 |
| 16:00 | 7 | 320 | 155 | 0 | 19 | 5 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 513 | 31 |
| 17:00 | 10 | 377 | 139 | 1 | 26 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 559 | 33 |
| 18:00 | 14 | 307 | 103 | 2 | 15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 443 | 19 |
| 19:00 | 1 | 195 | 54 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 | 12 |
| 20:00 | 5 | 163 | 44 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 | 6 |
| 21:00 | 1 | 130 | 31 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 8 |
| 22:00 | 1 | 77 | 22 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 3 |
| 23:00 | 0 | 45 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 2 |
| Total | 75 | 4350 | 1690 | 52 | 299 | 40 | 1 | 29 | 22 | 1 | 0 | 0 | 0 | 6559 | 444 |
| Percent | 1.1% | 66.3% | 25.8% | 0.8% | 4.6% | 0.6% | 0.0% | 0.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 6.8% |
| AM Peak Vol. | 07:00 | 07:00 | 07:00 | 09:00 | 07:00 | 08:00 | 06:00 | 07:00 | 09:00 | | | | | 07:00 | 07:00 |
| AM Peak Vol. | 5 | 399 | 137 | 6 | 26 | 4 | 1 | 4 | 2 | | | | | 578 | 37 |
| PM Peak Vol. | 18:00 | 17:00 | 16:00 | 14:00 | 17:00 | 14:00 | | 12:00 | 16:00 | 16:00 | | | | 17:00 | 14:00 |
| PM Peak Vol. | 14 | 377 | 155 | 11 | 26 | 8 | | 5 | 5 | 1 | | | | 559 | 42 |

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Brockton, MA 02301
508-583-1833

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Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #16
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Carver St

WB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|----------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/24/09 01:00 | 0 | 16 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 |
| 02:00 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| 03:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 3 |
| 04:00 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 |
| 05:00 | 0 | 31 | 17 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 5 |
| 06:00 | 2 | 75 | 56 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 13 |
| 07:00 | 2 | 171 | 83 | 4 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 279 | 23 |
| 07:00 | 7 | 418 | 139 | 5 | 18 | 2 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 595 | 31 |
| 08:00 | 2 | 300 | 124 | 4 | 18 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 456 | 30 |
| 09:00 | 1 | 267 | 94 | 6 | 15 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 390 | 28 |
| 10:00 | 3 | 223 | 84 | 4 | 19 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 343 | 33 |
| 11:00 | 3 | 211 | 71 | 1 | 28 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 319 | 34 |
| 12 PM | 2 | 239 | 110 | 1 | 17 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 376 | 25 |
| 13:00 | 3 | 234 | 108 | 2 | 18 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 371 | 26 |
| 14:00 | 5 | 274 | 106 | 11 | 18 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 419 | 34 |
| 15:00 | 8 | 322 | 142 | 9 | 19 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 504 | 32 |
| 16:00 | 2 | 368 | 142 | 3 | 28 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 546 | 34 |
| 17:00 | 4 | 370 | 124 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 532 | 34 |
| 18:00 | 0 | 287 | 111 | 2 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 416 | 18 |
| 19:00 | 2 | 230 | 81 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 325 | 12 |
| 20:00 | 1 | 155 | 54 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 | 4 |
| 21:00 | 1 | 118 | 25 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 4 |
| 22:00 | 0 | 70 | 28 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 8 |
| 23:00 | 0 | 46 | 17 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 69 | 6 |
| Total | 46 | 4458 | 1727 | 56 | 304 | 34 | 1 | 27 | 16 | 2 | 0 | 0 | 0 | 6671 | 440 |
| Percent | 0.7% | 66.8% | 25.9% | 0.8% | 4.6% | 0.5% | 0.0% | 0.4% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 6.6% | |
| AM Peak Vol. | 07:00 | 07:00 | 07:00 | 09:00 | 11:00 | 09:00 | 08:00 | 07:00 | 08:00 | 07:00 | | | | 07:00 | 11:00 |
| PM Peak Vol. | 15:00 | 17:00 | 15:00 | 14:00 | 17:00 | 12:00 | | 12:00 | 13:00 | 15:00 | | | | 16:00 | 14:00 |
| Grand Total | 121 | 8808 | 3417 | 108 | 603 | 74 | 2 | 56 | 38 | 3 | 0 | 0 | 0 | 13230 | 884 |
| Percent | 0.9% | 66.6% | 25.8% | 0.8% | 4.6% | 0.6% | 0.0% | 0.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 6.7% | |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

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Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #16
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Carver St

EB, WB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------------|-----------------|--------------|-------------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|---------------|-------------|
| 09/23/09 | 0 | 34 | 16 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 3 |
| 01:00 | 1 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 |
| 02:00 | 0 | 12 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 |
| 03:00 | 0 | 12 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 3 |
| 04:00 | 0 | 42 | 30 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 10 |
| 05:00 | 2 | 120 | 68 | 4 | 16 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 213 | 23 |
| 06:00 | 6 | 321 | 156 | 8 | 42 | 2 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 542 | 59 |
| 07:00 | 9 | 625 | 262 | 13 | 62 | 8 | 1 | 9 | 6 | 0 | 0 | 0 | 0 | 995 | 99 |
| 08:00 | 7 | 565 | 267 | 11 | 52 | 7 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 916 | 77 |
| 09:00 | 6 | 430 | 164 | 8 | 33 | 4 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 655 | 55 |
| 10:00 | 4 | 417 | 189 | 5 | 53 | 3 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 679 | 69 |
| 11:00 | 1 | 401 | 191 | 5 | 47 | 4 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 662 | 69 |
| 12 PM | 4 | 440 | 209 | 8 | 50 | 5 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 725 | 72 |
| 13:00 | 11 | 460 | 199 | 5 | 45 | 6 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 734 | 64 |
| 14:00 | 14 | 543 | 231 | 15 | 43 | 11 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 865 | 77 |
| 15:00 | 9 | 651 | 308 | 4 | 65 | 8 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1049 | 81 |
| 16:00 | 15 | 639 | 333 | 2 | 68 | 9 | 0 | 4 | 7 | 2 | 0 | 0 | 0 | 1079 | 92 |
| 17:00 | 15 | 765 | 315 | 1 | 63 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 1168 | 73 |
| 18:00 | 22 | 620 | 225 | 2 | 62 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 935 | 68 |
| 19:00 | 12 | 383 | 139 | 0 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568 | 34 |
| 20:00 | 7 | 306 | 96 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 428 | 19 |
| 21:00 | 4 | 238 | 64 | 2 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 322 | 16 |
| 22:00 | 1 | 142 | 45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 5 |
| 23:00 | 1 | 77 | 20 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 5 |
| Total | 151 | 8262 | 3551 | 96 | 786 | 75 | 4 | 61 | 49 | 3 | 0 | 0 | 0 | 13038 | 1074 |
| Percent | 1.2% | 63.4% | 27.2% | 0.7% | 6.0% | 0.6% | 0.0% | 0.5% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | | 8.2% |
| AM Peak Vol. | 07:00 9 | 07:00 625 | 08:00 267 | 07:00 13 | 07:00 62 | 07:00 8 | 06:00 1 | 11:00 10 | 07:00 6 | 08:00 1 | | | | 07:00 995 | 07:00 99 |
| PM Peak Vol. | 18:00 22 | 17:00 765 | 16:00 333 | 14:00 15 | 16:00 68 | 14:00 11 | 13:00 1 | 12:00 8 | 14:00 7 | 16:00 2 | | | | 17:00 1168 | 16:00 92 |

Old Colony Planning Council
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Brockton, MA 02301
508-583-1833

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Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #16
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Carver St

EB, WB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------------|-----------------|--------------|-------------|---------------|---------------|---------------|----------------|---------------|---------------|--------------|--------------|--------------|---------------|-------------|
| 09/24/09 | 0 | 40 | 13 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 57 | 4 |
| 01:00 | 0 | 32 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 1 |
| 02:00 | 0 | 20 | 7 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 31 | 4 |
| 03:00 | 0 | 15 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 3 |
| 04:00 | 0 | 45 | 26 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 13 |
| 05:00 | 0 | 115 | 81 | 5 | 15 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 219 | 23 |
| 06:00 | 5 | 327 | 154 | 7 | 46 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 547 | 61 |
| 07:00 | 9 | 649 | 251 | 14 | 56 | 4 | 1 | 8 | 1 | 1 | 0 | 0 | 0 | 994 | 85 |
| 08:00 | 4 | 529 | 275 | 12 | 53 | 2 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 884 | 76 |
| 09:00 | 1 | 477 | 200 | 10 | 44 | 7 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 744 | 66 |
| 10:00 | 10 | 417 | 175 | 6 | 49 | 7 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 672 | 70 |
| 11:00 | 8 | 407 | 177 | 4 | 56 | 7 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 665 | 73 |
| 12 PM | 12 | 464 | 244 | 4 | 44 | 8 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 787 | 67 |
| 13:00 | 10 | 474 | 205 | 4 | 46 | 3 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 751 | 62 |
| 14:00 | 7 | 543 | 247 | 20 | 55 | 3 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 883 | 86 |
| 15:00 | 12 | 631 | 289 | 13 | 61 | 4 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 1020 | 88 |
| 16:00 | 6 | 781 | 324 | 8 | 79 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1205 | 94 |
| 17:00 | 11 | 765 | 304 | 3 | 81 | 5 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1172 | 92 |
| 18:00 | 7 | 569 | 233 | 3 | 61 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 879 | 70 |
| 19:00 | 7 | 400 | 163 | 0 | 25 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 599 | 29 |
| 20:00 | 2 | 268 | 112 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 397 | 15 |
| 21:00 | 1 | 231 | 78 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 326 | 16 |
| 22:00 | 0 | 124 | 43 | 0 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 183 | 16 |
| 23:00 | 1 | 85 | 26 | 1 | 8 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 123 | 11 |
| Total | 113 | 8408 | 3632 | 118 | 838 | 66 | 2 | 68 | 29 | 3 | 1 | 0 | 0 | 13278 | 1125 |
| Percent | 0.9% | 63.3% | 27.4% | 0.9% | 6.3% | 0.5% | 0.0% | 0.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 8.5% |
| AM Peak Vol. | 10:00 10 | 07:00 649 | 08:00 275 | 07:00 14 | 09:00 56 | 07:00 7 | 07:00 1 | 07:00 8 | 09:00 3 | 07:00 1 | | | | 07:00 994 | 07:00 85 |
| PM Peak Vol. | 12:00 12 | 16:00 781 | 16:00 324 | 14:00 20 | 17:00 81 | 12:00 8 | | 12:00 7 | 12:00 4 | 15:00 1 | 13:00 1 | | | 16:00 1205 | 16:00 94 |
| Grand Total | 264 | 16670 | 7183 | 214 | 1624 | 141 | 6 | 129 | 78 | 6 | 1 | 0 | 0 | 26316 | 2199 |
| Percent | 1.0% | 63.3% | 27.3% | 0.8% | 6.2% | 0.5% | 0.0% | 0.5% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 8.4% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 1

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #15
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Hemlock Ln

| Start Time | 21-Sep-09 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|--------------|-----------|----|-----|----|-------|-------|-------|-------|-----|----|-----|----|-----|----|--------------|-------|
| | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00 AM | * | * | * | * | 21 | 39 | 29 | 37 | * | * | * | * | * | * | 25 | 38 |
| 01:00 | * | * | * | * | 16 | 17 | 18 | 20 | * | * | * | * | * | * | 17 | 18 |
| 02:00 | * | * | * | * | 12 | 10 | 13 | 20 | * | * | * | * | * | * | 12 | 15 |
| 03:00 | * | * | * | * | 13 | 15 | 16 | 9 | * | * | * | * | * | * | 14 | 12 |
| 04:00 | * | * | * | * | 63 | 24 | 53 | 35 | * | * | * | * | * | * | 58 | 30 |
| 05:00 | * | * | * | * | 146 | 87 | 147 | 91 | * | * | * | * | * | * | 146 | 89 |
| 06:00 | * | * | * | * | 306 | 288 | 298 | 290 | * | * | * | * | * | * | 302 | 289 |
| 07:00 | * | * | * | * | 619 | 451 | 621 | 454 | * | * | * | * | * | * | 620 | 452 |
| 08:00 | * | * | * | * | 566 | 415 | 495 | 439 | * | * | * | * | * | * | 530 | 427 |
| 09:00 | * | * | * | * | 372 | 386 | 445 | 402 | * | * | * | * | * | * | 408 | 394 |
| 10:00 | * | * | * | * | 374 | 382 | 414 | 402 | * | * | * | * | * | * | 394 | 392 |
| 11:00 | * | * | * | * | 385 | 392 | 366 | 403 | * | * | * | * | * | * | 376 | 398 |
| 12:00 PM | * | * | * | * | 403 | 425 | 441 | 484 | * | * | * | * | * | * | 422 | 454 |
| 01:00 | * | * | * | * | 443 | 437 | 426 | 424 | * | * | * | * | * | * | 434 | 430 |
| 02:00 | * | * | * | * | 518 | 422 | 454 | 487 | * | * | * | * | * | * | 486 | 454 |
| 03:00 | * | * | * | * | 516 | 644 | 560 | 581 | * | * | * | * | * | * | 538 | 612 |
| 04:00 | * | * | * | * | 579 | 620 | 619 | 678 | * | * | * | * | * | * | 599 | 649 |
| 05:00 | * | * | * | * | 629 | 676 | 587 | 676 | * | * | * | * | * | * | 608 | 676 |
| 06:00 | * | * | * | * | 498 | 528 | 473 | 535 | * | * | * | * | * | * | 486 | 532 |
| 07:00 | * | * | * | * | 311 | 342 | 362 | 306 | * | * | * | * | * | * | 336 | 324 |
| 08:00 | * | * | * | * | 253 | 237 | 248 | 199 | * | * | * | * | * | * | 250 | 218 |
| 09:00 | * | * | * | * | 204 | 169 | 179 | 193 | * | * | * | * | * | * | 192 | 181 |
| 10:00 | * | * | * | * | 116 | 99 | 121 | 92 | * | * | * | * | * | * | 118 | 96 |
| 11:00 | * | * | * | * | 66 | 53 | 76 | 66 | * | * | * | * | * | * | 71 | 60 |
| Total Day | 0 | 0 | 0 | 0 | 7429 | 7158 | 7461 | 7323 | 0 | 0 | 0 | 0 | 0 | 0 | 7442 | 7240 |
| AM Peak Vol. | | | | | 07:00 | 07:00 | 07:00 | 07:00 | | | | | | | 07:00 | 07:00 |
| PM Peak Vol. | | | | | 17:00 | 17:00 | 16:00 | 16:00 | | | | | | | 17:00 | 17:00 |
| Comb. Total | | 0 | | 0 | 14587 | | 14784 | | 0 | | 0 | | 0 | | 14682 | |

| | | | |
|-------------|---|---|-------|
| Comb. Total | 0 | 0 | 14587 |
| | | | 14784 |
| | | | 0 |
| | | | 0 |
| | | | 14682 |

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Page 1

Station ID:
 Site Code: 118
 Date Start: 23-Sep-09
 Date End: 24-Sep-09
 Plymouth St (106), east of Hemlock Ln

| Start Time | 21-Sep-09 Mon | 22-Sep-09 Tue | 23-Sep-09 Wed | 24-Sep-09 Thu | 25-Sep-09 Fri | 26-Sep-09 Sat | 27-Sep-09 Sun | Week Average |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|---------------|
| 12:00 AM | * | * | 60 | 66 | * | * | * | 63 |
| 01:00 | * | * | 33 | 38 | * | * | * | 36 |
| 02:00 | * | * | 22 | 33 | * | * | * | 28 |
| 03:00 | * | * | 28 | 25 | * | * | * | 26 |
| 04:00 | * | * | 87 | 88 | * | * | * | 88 |
| 05:00 | * | * | 233 | 238 | * | * | * | 236 |
| 06:00 | * | * | 594 | 588 | * | * | * | 591 |
| 07:00 | * | * | 1070 | 1075 | * | * | * | 1072 |
| 08:00 | * | * | 981 | 934 | * | * | * | 958 |
| 09:00 | * | * | 758 | 847 | * | * | * | 802 |
| 10:00 | * | * | 756 | 816 | * | * | * | 786 |
| 11:00 | * | * | 777 | 769 | * | * | * | 773 |
| 12:00 PM | * | * | 828 | 925 | * | * | * | 876 |
| 01:00 | * | * | 880 | 850 | * | * | * | 865 |
| 02:00 | * | * | 940 | 941 | * | * | * | 940 |
| 03:00 | * | * | 1160 | 1141 | * | * | * | 1150 |
| 04:00 | * | * | 1199 | 1297 | * | * | * | 1248 |
| 05:00 | * | * | 1305 | 1263 | * | * | * | 1284 |
| 06:00 | * | * | 1026 | 1008 | * | * | * | 1017 |
| 07:00 | * | * | 653 | 668 | * | * | * | 660 |
| 08:00 | * | * | 490 | 447 | * | * | * | 468 |
| 09:00 | * | * | 373 | 372 | * | * | * | 372 |
| 10:00 | * | * | 215 | 213 | * | * | * | 214 |
| 11:00 | * | * | 119 | 142 | * | * | * | 130 |
| Total Percentage | 0 0.0% | 0 0.0% | 14587 99.3% | 14784 100.7% | 0 0.0% | 0 0.0% | 0 0.0% | 14683 |
| AM Peak Vol. | | | 07:00 1070 | 07:00 1075 | | | | 07:00 1072 |
| PM Peak Vol. | | | 17:00 1305 | 16:00 1297 | | | | 17:00 1284 |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #15
Tube Layout: L6 Basic (2')

Page 1

Station ID:

Site Code: 118

Date Start: 23-Sep-09
Date End: 24-Sep-09
ymouth St (106), east of Hemlock Ln

WB

| Start Time | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total |
|------------|-----|-----|-----|------|------|-----|----|----|----|----|----|----|----|-----|-------|
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | |
| 09/23/09 | 0 | 0 | 1 | 2 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 21 |
| 01:00 | 0 | 0 | 0 | 1 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 02:00 | 0 | 0 | 0 | 2 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 03:00 | 0 | 0 | 0 | 3 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:00 | 0 | 0 | 1 | 7 | 34 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 05:00 | 1 | 0 | 0 | 11 | 57 | 69 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 06:00 | 21 | 3 | 10 | 52 | 145 | 69 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 306 |
| 07:00 | 36 | 24 | 46 | 149 | 292 | 68 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 619 |
| 08:00 | 76 | 95 | 134 | 115 | 100 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 566 |
| 09:00 | 18 | 10 | 29 | 126 | 126 | 62 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 372 |
| 10:00 | 25 | 1 | 17 | 88 | 196 | 45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 374 |
| 11:00 | 24 | 15 | 30 | 122 | 162 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 385 |
| 12 PM | 16 | 8 | 32 | 114 | 166 | 60 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 |
| 13:00 | 32 | 17 | 38 | 107 | 194 | 53 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 443 |
| 14:00 | 84 | 92 | 105 | 106 | 107 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 518 |
| 15:00 | 48 | 12 | 43 | 156 | 216 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 516 |
| 16:00 | 74 | 38 | 56 | 126 | 227 | 54 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 579 |
| 17:00 | 48 | 24 | 59 | 192 | 241 | 64 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 629 |
| 18:00 | 33 | 13 | 51 | 148 | 199 | 52 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 498 |
| 19:00 | 13 | 1 | 19 | 112 | 127 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 311 |
| 20:00 | 7 | 0 | 6 | 43 | 153 | 39 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 |
| 21:00 | 4 | 0 | 6 | 37 | 97 | 52 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 204 |
| 22:00 | 0 | 0 | 1 | 15 | 57 | 39 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 23:00 | 0 | 0 | 2 | 4 | 27 | 29 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 66 |
| Total | 560 | 353 | 686 | 1838 | 2948 | 958 | 82 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 7429 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 22 MPH |
| | 50th Percentile : | 31 MPH |
| | 85th Percentile : | 35 MPH |
| | 95th Percentile : | 39 MPH |
| | Mean Speed(Average) : | 29 MPH |
| | 10 MPH Pace Speed : | 26-35 MPH |
| | Number in Pace : | 4786 |
| | Percent in Pace : | 64.4% |
| | Number of Vehicles > 35 MPH : | 1044 |
| | Percent of Vehicles > 35 MPH : | 14.1% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 2

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #15
Tube Layout: L6 Basic (2')

Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

Plymouth St (106), east of Hemlock Ln

WB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|-----|-----|------|------|------|-----|----|----|----|----|----|----|----|-----|-------|
| 09/24/09 | 0 | 0 | 0 | 4 | 11 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 01:00 | 0 | 0 | 0 | 3 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 02:00 | 0 | 0 | 0 | 3 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 03:00 | 0 | 0 | 0 | 1 | 7 | 4 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 04:00 | 1 | 1 | 0 | 5 | 15 | 28 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 05:00 | 2 | 0 | 1 | 11 | 67 | 61 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 06:00 | 20 | 9 | 7 | 58 | 138 | 61 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 |
| 07:00 | 25 | 23 | 50 | 160 | 281 | 79 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 621 |
| 08:00 | 71 | 88 | 99 | 95 | 106 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 495 |
| 09:00 | 26 | 15 | 47 | 116 | 161 | 74 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 445 |
| 10:00 | 46 | 21 | 22 | 121 | 144 | 53 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 414 |
| 11:00 | 20 | 9 | 23 | 63 | 166 | 74 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 366 |
| 12 PM | 19 | 12 | 44 | 101 | 190 | 70 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 441 |
| 13:00 | 38 | 5 | 38 | 100 | 174 | 67 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 426 |
| 14:00 | 68 | 85 | 100 | 97 | 76 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 454 |
| 15:00 | 49 | 21 | 51 | 165 | 213 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 560 |
| 16:00 | 71 | 41 | 73 | 184 | 209 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 619 |
| 17:00 | 61 | 28 | 65 | 156 | 199 | 69 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 587 |
| 18:00 | 25 | 3 | 18 | 111 | 242 | 71 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 473 |
| 19:00 | 15 | 2 | 18 | 60 | 187 | 75 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 362 |
| 20:00 | 7 | 1 | 2 | 31 | 137 | 61 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| 21:00 | 6 | 0 | 1 | 12 | 82 | 76 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 22:00 | 1 | 0 | 1 | 3 | 59 | 45 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 121 |
| 23:00 | 0 | 0 | 0 | 3 | 32 | 31 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| Total | 571 | 364 | 660 | 1663 | 2912 | 1175 | 107 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 7461 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 22 MPH |
| | 50th Percentile : | 31 MPH |
| | 85th Percentile : | 36 MPH |
| | 95th Percentile : | 39 MPH |
| | Mean Speed(Average) : | 29 MPH |
| | 10 MPH Pace Speed : | 26-35 MPH |
| | Number in Pace : | 4575 |
| | Percent in Pace : | 61.3% |
| | Number of Vehicles > 35 MPH : | 1291 |
| | Percent of Vehicles > 35 MPH : | 17.3% |

| | | | | | | | | | | | | | | | |
|-------------|--------------------------------|-----------|------|------|------|------|-----|---|---|---|---|---|---|---|-------|
| Grand Total | 1131 | 717 | 1346 | 3501 | 5860 | 2133 | 189 | 7 | 3 | 1 | 1 | 0 | 1 | 0 | 14890 |
| Overall | | | | | | | | | | | | | | | |
| Overall | 15th Percentile : | 22 MPH | | | | | | | | | | | | | |
| | 50th Percentile : | 31 MPH | | | | | | | | | | | | | |
| | 85th Percentile : | 36 MPH | | | | | | | | | | | | | |
| | 95th Percentile : | 39 MPH | | | | | | | | | | | | | |
| | Mean Speed(Average) : | 29 MPH | | | | | | | | | | | | | |
| | 10 MPH Pace Speed : | 26-35 MPH | | | | | | | | | | | | | |
| | Number in Pace : | 9361 | | | | | | | | | | | | | |
| | Percent in Pace : | 62.9% | | | | | | | | | | | | | |
| | Number of Vehicles > 35 MPH : | 2335 | | | | | | | | | | | | | |
| | Percent of Vehicles > 35 MPH : | 15.7% | | | | | | | | | | | | | |

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Page 3

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 23-Sep-09
 Date End: 24-Sep-09
 Plymouth St (106), east of Hemlock Ln

EB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|-----|-----|------|------|------|-----|----|----|----|----|----|----|----|-----|-------|
| 09/23/09 | 0 | 0 | 0 | 3 | 17 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 01:00 | 0 | 0 | 0 | 1 | 5 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 02:00 | 0 | 0 | 0 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:00 | 0 | 0 | 0 | 2 | 5 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:00 | 0 | 0 | 0 | 2 | 12 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 05:00 | 2 | 0 | 1 | 1 | 44 | 30 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 06:00 | 12 | 3 | 4 | 32 | 155 | 75 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 |
| 07:00 | 28 | 1 | 14 | 91 | 231 | 78 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 451 |
| 08:00 | 29 | 48 | 106 | 103 | 97 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 415 |
| 09:00 | 20 | 1 | 21 | 74 | 170 | 90 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 386 |
| 10:00 | 16 | 2 | 15 | 68 | 193 | 82 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 382 |
| 11:00 | 20 | 8 | 23 | 88 | 156 | 89 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 392 |
| 12 PM | 17 | 1 | 22 | 118 | 182 | 78 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 425 |
| 13:00 | 17 | 1 | 23 | 113 | 193 | 83 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 437 |
| 14:00 | 28 | 15 | 98 | 122 | 118 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 422 |
| 15:00 | 45 | 14 | 53 | 191 | 247 | 90 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 644 |
| 16:00 | 43 | 4 | 38 | 186 | 248 | 91 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 620 |
| 17:00 | 44 | 2 | 40 | 121 | 330 | 134 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 676 |
| 18:00 | 31 | 3 | 13 | 95 | 247 | 135 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 528 |
| 19:00 | 14 | 1 | 14 | 83 | 170 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 342 |
| 20:00 | 11 | 1 | 6 | 57 | 112 | 45 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 21:00 | 3 | 0 | 3 | 23 | 85 | 50 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 22:00 | 0 | 0 | 0 | 5 | 43 | 40 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 23:00 | 0 | 0 | 0 | 6 | 23 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Total | 380 | 105 | 494 | 1586 | 3089 | 1364 | 129 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7158 |

| | | |
|--------------------------------|-------------------|--------|
| Daily | 15th Percentile : | 26 MPH |
| | 50th Percentile : | 32 MPH |
| | 85th Percentile : | 37 MPH |
| | 95th Percentile : | 40 MPH |
| Mean Speed(Average) : | 31 MPH | |
| 10 MPH Pace Speed : | 26-35 MPH | |
| Number in Pace : | 4675 | |
| Percent in Pace : | 65.3% | |
| Number of Vehicles > 35 MPH : | 1504 | |
| Percent of Vehicles > 35 MPH : | 21.0% | |

Old Colony Planning Council
70 School Street
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508-583-1833

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #15
Tube Layout: L6 Basic (2')

Page 4

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Hemlock Ln

EB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|-----|-----|------|------|------|----|----|----|----|----|----|----|----|-----|-------|
| 09/24/09 | 0 | 0 | 0 | 2 | 19 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 01:00 | 1 | 0 | 0 | 0 | 11 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 02:00 | 0 | 0 | 0 | 0 | 7 | 8 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 20 |
| 03:00 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:00 | 1 | 0 | 0 | 1 | 11 | 16 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 05:00 | 5 | 0 | 1 | 5 | 40 | 33 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 06:00 | 18 | 2 | 13 | 34 | 146 | 69 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290 |
| 07:00 | 40 | 15 | 21 | 109 | 194 | 73 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 454 |
| 08:00 | 31 | 70 | 134 | 110 | 76 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 439 |
| 09:00 | 19 | 3 | 22 | 146 | 164 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 402 |
| 10:00 | 20 | 4 | 34 | 83 | 187 | 68 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 402 |
| 11:00 | 18 | 1 | 18 | 74 | 195 | 89 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 |
| 12 PM | 22 | 3 | 19 | 99 | 239 | 92 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 484 |
| 13:00 | 23 | 5 | 36 | 99 | 184 | 73 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 424 |
| 14:00 | 38 | 60 | 119 | 104 | 134 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 487 |
| 15:00 | 36 | 7 | 57 | 192 | 237 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 581 |
| 16:00 | 56 | 7 | 87 | 253 | 243 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 678 |
| 17:00 | 43 | 1 | 49 | 212 | 293 | 75 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 676 |
| 18:00 | 27 | 0 | 20 | 99 | 269 | 114 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 535 |
| 19:00 | 11 | 0 | 7 | 38 | 206 | 41 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 306 |
| 20:00 | 6 | 0 | 1 | 32 | 104 | 53 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| 21:00 | 9 | 0 | 0 | 24 | 95 | 57 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| 22:00 | 1 | 0 | 0 | 10 | 38 | 36 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 23:00 | 0 | 0 | 0 | 4 | 30 | 27 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| Total | 425 | 178 | 638 | 1730 | 3126 | 1122 | 96 | 4 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 7323 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 24 MPH |
| | 50th Percentile : | 32 MPH |
| | 85th Percentile : | 36 MPH |
| | 95th Percentile : | 39 MPH |
| | Mean Speed(Average) : | 30 MPH |
| | 10 MPH Pace Speed : | 26-35 MPH |
| | Number in Pace : | 4856 |
| | Percent in Pace : | 66.3% |
| | Number of Vehicles > 35 MPH : | 1226 |
| | Percent of Vehicles > 35 MPH : | 16.7% |

| | | | | | | | | | | | | | | | | |
|-------------|--------------------------------|-----------|------|------|------|------|-----|----|---|---|---|---|---|---|---|-------|
| Grand Total | 805 | 283 | 1132 | 3316 | 6215 | 2486 | 225 | 12 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 14481 |
| Overall | | | | | | | | | | | | | | | | |
| Overall | 15th Percentile : | 25 MPH | | | | | | | | | | | | | | |
| | 50th Percentile : | 32 MPH | | | | | | | | | | | | | | |
| | 85th Percentile : | 37 MPH | | | | | | | | | | | | | | |
| | 95th Percentile : | 40 MPH | | | | | | | | | | | | | | |
| | Mean Speed(Average) : | 30 MPH | | | | | | | | | | | | | | |
| | 10 MPH Pace Speed : | 26-35 MPH | | | | | | | | | | | | | | |
| | Number in Pace : | 9531 | | | | | | | | | | | | | | |
| | Percent in Pace : | 65.8% | | | | | | | | | | | | | | |
| | Number of Vehicles > 35 MPH : | 2730 | | | | | | | | | | | | | | |
| | Percent of Vehicles > 35 MPH : | 18.9% | | | | | | | | | | | | | | |

Old Colony Planning Council
 70 School Street
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 508-583-1833

Page 5

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

Plymouth St (106), east of Hemlock Ln

WB, EB

| Start Time | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|-----|------|------|------|------|-----|----|----|----|----|----|----|----|-----|-------|
| 09/23/09 | 0 | 0 | 1 | 5 | 26 | 17 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 60 |
| 01:00 | 0 | 0 | 0 | 2 | 12 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 02:00 | 0 | 0 | 0 | 3 | 11 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 03:00 | 0 | 0 | 0 | 5 | 9 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 04:00 | 0 | 0 | 1 | 9 | 46 | 23 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 05:00 | 3 | 0 | 1 | 12 | 101 | 99 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| 06:00 | 33 | 6 | 14 | 84 | 300 | 144 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 594 |
| 07:00 | 64 | 25 | 60 | 240 | 523 | 146 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1070 |
| 08:00 | 105 | 143 | 240 | 218 | 197 | 72 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 981 |
| 09:00 | 38 | 11 | 50 | 200 | 296 | 152 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 758 |
| 10:00 | 41 | 3 | 32 | 156 | 389 | 127 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 756 |
| 11:00 | 44 | 23 | 53 | 210 | 318 | 119 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 777 |
| 12 PM | 33 | 9 | 54 | 232 | 348 | 138 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 828 |
| 13:00 | 49 | 18 | 61 | 220 | 387 | 136 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 880 |
| 14:00 | 112 | 107 | 203 | 228 | 225 | 60 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 940 |
| 15:00 | 93 | 26 | 96 | 347 | 463 | 129 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1160 |
| 16:00 | 117 | 42 | 94 | 312 | 475 | 145 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1199 |
| 17:00 | 92 | 26 | 99 | 313 | 571 | 198 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1305 |
| 18:00 | 64 | 16 | 64 | 243 | 446 | 187 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1026 |
| 19:00 | 27 | 2 | 33 | 195 | 297 | 91 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 653 |
| 20:00 | 18 | 1 | 12 | 100 | 265 | 84 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 490 |
| 21:00 | 7 | 0 | 9 | 60 | 182 | 102 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 373 |
| 22:00 | 0 | 0 | 1 | 20 | 100 | 79 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| 23:00 | 0 | 0 | 2 | 10 | 50 | 49 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| Total | 940 | 458 | 1180 | 3424 | 6037 | 2322 | 211 | 9 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 14587 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 24 MPH |
| | 50th Percentile : | 32 MPH |
| | 85th Percentile : | 36 MPH |
| | 95th Percentile : | 39 MPH |
| | Mean Speed(Average) : | 30 MPH |
| | 10 MPH Pace Speed : | 26-35 MPH |
| | Number in Pace : | 9461 |
| | Percent in Pace : | 64.9% |
| | Number of Vehicles > 35 MPH : | 2548 |
| | Percent of Vehicles > 35 MPH : | 17.5% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #15
Tube Layout: L6 Basic (2')

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Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

6), east of Hemlock Ln

Plymouth St (106), east of Hemlock Ln

WB, EB

| Start Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | Total |
|----------------|-----|-----|------|------|------|------|-----|----|----|----|----|----|----|-----|-------|
| 09/24/09 01:00 | 0 | 0 | 0 | 6 | 30 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 02:00 | 1 | 0 | 0 | 3 | 21 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 03:00 | 0 | 0 | 0 | 3 | 13 | 12 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 33 |
| 04:00 | 0 | 0 | 0 | 1 | 11 | 7 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 25 |
| 05:00 | 2 | 1 | 0 | 6 | 26 | 44 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 88 |
| 06:00 | 7 | 0 | 2 | 16 | 107 | 94 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 238 |
| 07:00 | 38 | 11 | 20 | 92 | 284 | 130 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 588 |
| 08:00 | 65 | 38 | 71 | 269 | 475 | 152 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1075 |
| 09:00 | 102 | 158 | 233 | 205 | 182 | 52 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 934 |
| 10:00 | 45 | 18 | 69 | 262 | 325 | 119 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 847 |
| 11:00 | 66 | 25 | 56 | 204 | 331 | 121 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 816 |
| 12 PM | 38 | 10 | 41 | 137 | 361 | 163 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 769 |
| 13:00 | 41 | 15 | 63 | 200 | 429 | 162 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 925 |
| 14:00 | 61 | 10 | 74 | 199 | 358 | 140 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 850 |
| 15:00 | 106 | 145 | 219 | 201 | 210 | 56 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 941 |
| 16:00 | 85 | 28 | 108 | 357 | 450 | 106 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1141 |
| 17:00 | 127 | 48 | 160 | 437 | 452 | 71 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1297 |
| 18:00 | 104 | 29 | 114 | 368 | 492 | 144 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1263 |
| 19:00 | 52 | 3 | 38 | 210 | 511 | 185 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1008 |
| 20:00 | 26 | 2 | 25 | 98 | 393 | 116 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 668 |
| 21:00 | 13 | 1 | 3 | 63 | 241 | 114 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 447 |
| 22:00 | 15 | 0 | 1 | 36 | 177 | 133 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 372 |
| 23:00 | 2 | 0 | 1 | 13 | 97 | 81 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 213 |
| Total | 996 | 542 | 1298 | 3393 | 6038 | 2297 | 203 | 10 | 3 | 1 | 1 | 2 | 0 | 0 | 14784 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 23 MPH |
| | 50th Percentile : | 31 MPH |
| | 85th Percentile : | 36 MPH |
| | 95th Percentile : | 39 MPH |
| | Mean Speed(Average) : | 30 MPH |
| | 10 MPH Pace Speed : | 26-35 MPH |
| | Number in Pace : | 9431 |
| | Percent in Pace : | 63.8% |
| | Number of Vehicles > 35 MPH : | 2517 |
| | Percent of Vehicles > 35 MPH : | 17.0% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #15
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
06), east of Hemlock Ln

| WB | | | | | | | | | | | | | | | |
|---------------|-------------|-----------------|---------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|-------------|
| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
| 09/23/09 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 |
| 01:00 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 |
| 02:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 03:00 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 |
| 04:00 | 0 | 33 | 24 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 6 |
| 05:00 | 3 | 85 | 51 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 146 | 7 |
| 06:00 | 3 | 202 | 83 | 5 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 306 | 18 |
| 07:00 | 2 | 451 | 138 | 6 | 13 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 617 | 26 |
| 08:00 | 6 | 405 | 119 | 9 | 16 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 564 | 34 |
| 09:00 | 2 | 267 | 74 | 7 | 11 | 6 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 371 | 28 |
| 10:00 | 5 | 272 | 76 | 2 | 14 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 373 | 20 |
| 11:00 | 3 | 259 | 89 | 4 | 22 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 384 | 33 |
| 12 PM | 3 | 262 | 108 | 5 | 11 | 8 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 402 | 29 |
| 13:00 | 9 | 312 | 93 | 2 | 14 | 3 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 442 | 28 |
| 14:00 | 7 | 360 | 104 | 16 | 17 | 9 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 516 | 45 |
| 15:00 | 9 | 359 | 122 | 2 | 12 | 3 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 514 | 24 |
| 16:00 | 13 | 400 | 142 | 1 | 12 | 6 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 580 | 25 |
| 17:00 | 14 | 461 | 130 | 1 | 15 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 627 | 22 |
| 18:00 | 15 | 360 | 102 | 2 | 12 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 497 | 20 |
| 19:00 | 3 | 246 | 50 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 311 | 12 |
| 20:00 | 4 | 207 | 37 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 5 |
| 21:00 | 1 | 165 | 36 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 | 2 |
| 22:00 | 1 | 93 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 1 |
| 23:00 | 0 | 56 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 1 |
| Total Percent | 103 1.4% | 5302 71.5% | 1621 21.9% | 64 0.9% | 210 2.8% | 53 0.7% | 1 0.0% | 37 0.5% | 21 0.3% | 1 0.0% | 0 0.0% | 1 0.0% | 0 0.0% | 7414 5.2% | 388 |
| AM Peak Vol. | 08:00 6 | 07:00 451 | 07:00 138 | 08:00 9 | 11:00 22 | 09:00 6 | 06:00 1 | 08:00 4 | 09:00 2 | 07:00 1 | 09:00 1 | 09:00 1 | 09:00 1 | 07:00 617 | 08:00 34 |
| PM Peak Vol. | 18:00 15 | 17:00 461 | 16:00 142 | 14:00 16 | 14:00 17 | 14:00 9 | | 13:00 6 | 13:00 3 | | | | | 17:00 627 | 14:00 45 |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 2

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #15
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Hemlock Ln

WB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/24/09 | 0 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 |
| 01:00 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| 02:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 3 |
| 03:00 | 0 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 |
| 04:00 | 0 | 30 | 18 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 5 |
| 05:00 | 0 | 83 | 53 | 1 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 146 | 10 |
| 06:00 | 5 | 187 | 85 | 4 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 298 | 21 |
| 07:00 | 8 | 450 | 132 | 7 | 15 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 620 | 30 |
| 08:00 | 8 | 344 | 115 | 8 | 14 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 493 | 26 |
| 09:00 | 7 | 320 | 86 | 6 | 19 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 445 | 32 |
| 10:00 | 8 | 286 | 88 | 6 | 13 | 4 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 414 | 32 |
| 11:00 | 8 | 255 | 81 | 1 | 17 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 365 | 21 |
| 12 PM | 8 | 304 | 104 | 0 | 16 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 440 | 24 |
| 13:00 | 6 | 313 | 88 | 0 | 11 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 425 | 18 |
| 14:00 | 9 | 307 | 96 | 18 | 7 | 9 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 452 | 40 |
| 15:00 | 4 | 405 | 118 | 9 | 12 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 558 | 31 |
| 16:00 | 7 | 442 | 137 | 2 | 21 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 617 | 31 |
| 17:00 | 10 | 430 | 121 | 1 | 17 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 584 | 23 |
| 18:00 | 5 | 349 | 106 | 1 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 473 | 13 |
| 19:00 | 6 | 270 | 78 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 361 | 7 |
| 20:00 | 2 | 185 | 56 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 5 |
| 21:00 | 1 | 153 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 0 |
| 22:00 | 1 | 83 | 33 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 4 |
| 23:00 | 0 | 58 | 13 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 76 | 5 |
| Total | 103 | 5312 | 1645 | 66 | 210 | 51 | 1 | 33 | 19 | 2 | 0 | 1 | 0 | 7443 | 383 |
| Percent | 1.4% | 71.4% | 22.1% | 0.9% | 2.8% | 0.7% | 0.0% | 0.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.1% |
| AM Peak Vol. | 07:00 | 07:00 | 07:00 | 08:00 | 09:00 | 09:00 | 10:00 | 10:00 | 10:00 | | | 08:00 | | 07:00 | 09:00 |
| PM Peak Vol. | 17:00 | 16:00 | 16:00 | 14:00 | 16:00 | 14:00 | | 14:00 | 16:00 | 14:00 | | | | 16:00 | 14:00 |
| Grand Total | 206 | 10614 | 3266 | 130 | 420 | 104 | 2 | 70 | 40 | 3 | 0 | 2 | 0 | 14857 | 771 |
| Percent | 1.4% | 71.4% | 22.0% | 0.9% | 2.8% | 0.7% | 0.0% | 0.5% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.2% |

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Page 3

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 23-Sep-09
 Date End: 24-Sep-09
 Plymouth St (106), east of Hemlock Ln

EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/23/09 | 0 | 27 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 |
| 01:00 | 1 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 |
| 02:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 03:00 | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 |
| 04:00 | 0 | 13 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 3 |
| 05:00 | 0 | 55 | 22 | 2 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 86 | 9 |
| 06:00 | 3 | 182 | 79 | 6 | 12 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 288 | 24 |
| 07:00 | 4 | 307 | 108 | 5 | 16 | 5 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 450 | 31 |
| 08:00 | 4 | 270 | 113 | 2 | 18 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 414 | 27 |
| 09:00 | 5 | 273 | 85 | 3 | 12 | 1 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 386 | 23 |
| 10:00 | 2 | 274 | 78 | 3 | 21 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 381 | 27 |
| 11:00 | 4 | 283 | 82 | 1 | 13 | 5 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 392 | 23 |
| 12 PM | 4 | 293 | 104 | 3 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 425 | 24 |
| 13:00 | 10 | 291 | 110 | 4 | 16 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 437 | 26 |
| 14:00 | 5 | 310 | 86 | 1 | 10 | 2 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 421 | 20 |
| 15:00 | 10 | 464 | 144 | 2 | 18 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 642 | 24 |
| 16:00 | 12 | 446 | 133 | 2 | 21 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 618 | 27 |
| 17:00 | 5 | 512 | 140 | 0 | 13 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 674 | 17 |
| 18:00 | 10 | 382 | 116 | 0 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 527 | 19 |
| 19:00 | 13 | 265 | 57 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 341 | 6 |
| 20:00 | 2 | 179 | 49 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 7 |
| 21:00 | 3 | 133 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 2 |
| 22:00 | 0 | 82 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 0 |
| 23:00 | 1 | 42 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 |
| Total | 98 | 5114 | 1592 | 36 | 225 | 35 | 1 | 18 | 26 | 0 | 0 | 0 | 0 | 7145 | 341 |
| Percent | 1.4% | 71.6% | 22.3% | 0.5% | 3.1% | 0.5% | 0.0% | 0.3% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | | 4.8% |
| AM Peak | 09:00 | 07:00 | 08:00 | 06:00 | 10:00 | 07:00 | 08:00 | 08:00 | 09:00 | | | | | 07:00 | 07:00 |
| Vol. | 5 | 307 | 113 | 6 | 21 | 5 | 1 | 4 | 5 | | | | | 450 | 31 |
| PM Peak | 19:00 | 17:00 | 15:00 | 13:00 | 16:00 | 13:00 | | 14:00 | 14:00 | | | | | 17:00 | 16:00 |
| Vol. | 13 | 512 | 144 | 4 | 21 | 4 | | 3 | 4 | | | | | 674 | 27 |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 4

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #15
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Hemlock Ln

EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/24/09 | 0 | 32 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 37 | 1 |
| 01:00 | 0 | 18 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 |
| 02:00 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 |
| 03:00 | 0 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 |
| 04:00 | 0 | 22 | 7 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 6 |
| 05:00 | 1 | 55 | 26 | 3 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 91 | 9 |
| 06:00 | 3 | 189 | 79 | 3 | 11 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 290 | 19 |
| 07:00 | 2 | 309 | 112 | 7 | 19 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 452 | 29 |
| 08:00 | 5 | 294 | 110 | 1 | 18 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 438 | 29 |
| 09:00 | 3 | 271 | 96 | 5 | 22 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 401 | 31 |
| 10:00 | 7 | 273 | 94 | 1 | 20 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 401 | 27 |
| 11:00 | 9 | 292 | 81 | 3 | 12 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 403 | 21 |
| 12 PM | 8 | 333 | 115 | 3 | 16 | 5 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 484 | 28 |
| 13:00 | 8 | 300 | 94 | 3 | 12 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 424 | 22 |
| 14:00 | 10 | 354 | 97 | 4 | 16 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 485 | 24 |
| 15:00 | 5 | 420 | 123 | 5 | 18 | 1 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 580 | 32 |
| 16:00 | 8 | 508 | 135 | 5 | 14 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 679 | 28 |
| 17:00 | 11 | 495 | 146 | 2 | 16 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 674 | 22 |
| 18:00 | 8 | 382 | 124 | 0 | 14 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 534 | 20 |
| 19:00 | 5 | 229 | 66 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 305 | 5 |
| 20:00 | 1 | 151 | 42 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 198 | 4 |
| 21:00 | 2 | 151 | 36 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 192 | 3 |
| 22:00 | 0 | 75 | 14 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 92 | 3 |
| 23:00 | 1 | 54 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 |
| Total | 97 | 5229 | 1618 | 48 | 230 | 40 | 0 | 34 | 13 | 1 | 0 | 0 | 0 | 7310 | 366 |
| Percent | 1.3% | 71.5% | 22.1% | 0.7% | 3.1% | 0.5% | 0.0% | 0.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.0% |
| AM Peak Vol. | 11:00 | 07:00 | 07:00 | 07:00 | 09:00 | 08:00 | | 08:00 | 06:00 | | | | | 07:00 | 09:00 |
| PM Peak Vol. | 17:00 | 16:00 | 17:00 | 15:00 | 15:00 | 13:00 | | 15:00 | 12:00 | 17:00 | | | | 16:00 | 15:00 |
| Grand Total | 195 | 10343 | 3210 | 84 | 455 | 75 | 1 | 52 | 39 | 1 | 0 | 0 | 0 | 14455 | 707 |
| Percent | 1.3% | 71.6% | 22.2% | 0.6% | 3.1% | 0.5% | 0.0% | 0.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 4.9% |

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Page 5

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 23-Sep-09
 Date End: 24-Sep-09
 Plymouth St (106), east of Hemlock Ln

WB, EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/23/09 | 0 | 44 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 2 |
| 01:00 | 1 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 |
| 02:00 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 |
| 03:00 | 0 | 19 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 2 |
| 04:00 | 0 | 46 | 32 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 9 |
| 05:00 | 3 | 140 | 73 | 3 | 9 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 232 | 16 |
| 06:00 | 6 | 384 | 162 | 11 | 24 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 594 | 42 |
| 07:00 | 6 | 758 | 246 | 11 | 29 | 8 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 1067 | 57 |
| 08:00 | 10 | 675 | 232 | 11 | 34 | 5 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 978 | 61 |
| 09:00 | 7 | 540 | 159 | 10 | 23 | 7 | 0 | 3 | 7 | 0 | 0 | 1 | 0 | 757 | 51 |
| 10:00 | 7 | 546 | 154 | 5 | 35 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 754 | 47 |
| 11:00 | 7 | 542 | 171 | 5 | 35 | 9 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 776 | 56 |
| 12 PM | 7 | 555 | 212 | 8 | 28 | 11 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 827 | 53 |
| 13:00 | 19 | 603 | 203 | 6 | 30 | 7 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 879 | 54 |
| 14:00 | 12 | 670 | 190 | 17 | 27 | 11 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 937 | 65 |
| 15:00 | 19 | 823 | 266 | 4 | 30 | 6 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 1156 | 48 |
| 16:00 | 25 | 846 | 275 | 3 | 33 | 7 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 1198 | 52 |
| 17:00 | 19 | 973 | 270 | 1 | 28 | 3 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 1301 | 39 |
| 18:00 | 25 | 742 | 218 | 2 | 28 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1024 | 39 |
| 19:00 | 16 | 511 | 107 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 652 | 18 |
| 20:00 | 6 | 386 | 86 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 490 | 12 |
| 21:00 | 4 | 298 | 67 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 373 | 4 |
| 22:00 | 1 | 175 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 1 |
| 23:00 | 1 | 98 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 1 |
| Total | 201 | 10416 | 3213 | 100 | 435 | 88 | 2 | 55 | 47 | 1 | 0 | 1 | 0 | 14559 | 729 |
| Percent | 1.4% | 71.5% | 22.1% | 0.7% | 3.0% | 0.6% | 0.0% | 0.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.0% |
| AM Peak | 08:00 | 07:00 | 07:00 | 06:00 | 10:00 | 11:00 | 06:00 | 08:00 | 09:00 | 07:00 | | 09:00 | | 07:00 | 08:00 |
| Vol. | 10 | 758 | 246 | 11 | 35 | 9 | 1 | 8 | 7 | 1 | | 1 | | 1067 | 61 |
| PM Peak | 16:00 | 17:00 | 16:00 | 14:00 | 16:00 | 12:00 | | | 13:00 | 14:00 | | | | 17:00 | 14:00 |
| Vol. | 25 | 973 | 275 | 17 | 33 | 11 | | | 6 | 6 | | | | 1301 | 65 |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 6

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #15
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106), east of Hemlock Ln

WB, EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/24/09 | 0 | 55 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 66 | 2 |
| 01:00 | 0 | 33 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 1 |
| 02:00 | 0 | 24 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 33 | 3 |
| 03:00 | 0 | 18 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 |
| 04:00 | 0 | 52 | 25 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 11 |
| 05:00 | 1 | 138 | 79 | 4 | 10 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 237 | 19 |
| 06:00 | 8 | 376 | 164 | 7 | 23 | 6 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 588 | 40 |
| 07:00 | 10 | 759 | 244 | 14 | 34 | 5 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 1072 | 59 |
| 08:00 | 13 | 638 | 225 | 9 | 32 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 931 | 55 |
| 09:00 | 10 | 591 | 182 | 11 | 41 | 7 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 846 | 63 |
| 10:00 | 15 | 559 | 182 | 7 | 33 | 9 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 815 | 59 |
| 11:00 | 17 | 547 | 162 | 4 | 29 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 768 | 42 |
| 12 PM | 16 | 637 | 219 | 3 | 32 | 9 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 924 | 52 |
| 13:00 | 14 | 613 | 182 | 3 | 23 | 7 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 849 | 40 |
| 14:00 | 19 | 661 | 193 | 22 | 23 | 11 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 937 | 64 |
| 15:00 | 9 | 825 | 241 | 14 | 30 | 6 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 1138 | 63 |
| 16:00 | 15 | 950 | 272 | 7 | 35 | 9 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 1296 | 59 |
| 17:00 | 21 | 925 | 267 | 3 | 33 | 3 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 1258 | 45 |
| 18:00 | 13 | 731 | 230 | 1 | 23 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1007 | 33 |
| 19:00 | 11 | 499 | 144 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 666 | 12 |
| 20:00 | 3 | 336 | 98 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 446 | 9 |
| 21:00 | 3 | 304 | 60 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 370 | 3 |
| 22:00 | 1 | 158 | 47 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 213 | 7 |
| 23:00 | 1 | 112 | 24 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 142 | 5 |
| Total | 200 | 10541 | 3263 | 114 | 440 | 91 | 1 | 67 | 32 | 3 | 0 | 1 | 0 | 14753 | 749 |
| Percent | 1.4% | 71.4% | 22.1% | 0.8% | 3.0% | 0.6% | 0.0% | 0.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.1% |
| AM Peak Vol. | 11:00 | 07:00 | 07:00 | 07:00 | 09:00 | 10:00 | 10:00 | 08:00 | 07:00 | | | 08:00 | | 07:00 | 09:00 |
| PM Peak Vol. | 17:00 | 16:00 | 16:00 | 14:00 | 16:00 | 14:00 | | 15:00 | 16:00 | 17:00 | | | | 16:00 | 14:00 |
| Grand Total | 401 | 20957 | 6476 | 214 | 875 | 179 | 3 | 122 | 79 | 4 | 0 | 2 | 0 | 29312 | 1478 |
| Percent | 1.4% | 71.5% | 22.1% | 0.7% | 3.0% | 0.6% | 0.0% | 0.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.0% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 1

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #13
Tube Layout: L6 Basic (2')

508-583-1833

Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

west of Indian Path Rd

Plymouth St (106), west of Indian Path Rd

| Start Time | 21-Sep-09 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|--------------|-----------|----|-----|----|--------------|--------------|--------------|--------------|-----|----|-----|----|-----|----|--------------|--------------|
| | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00 AM | * | * | * | * | 23 | 37 | 30 | 36 | * | * | * | * | * | * | 26 | 36 |
| 01:00 | * | * | * | * | 16 | 17 | 20 | 20 | * | * | * | * | * | * | 18 | 18 |
| 02:00 | * | * | * | * | 12 | 9 | 14 | 20 | * | * | * | * | * | * | 13 | 14 |
| 03:00 | * | * | * | * | 14 | 15 | 17 | 8 | * | * | * | * | * | * | 16 | 12 |
| 04:00 | * | * | * | * | 61 | 24 | 51 | 34 | * | * | * | * | * | * | 56 | 29 |
| 05:00 | * | * | * | * | 151 | 90 | 155 | 94 | * | * | * | * | * | * | 153 | 92 |
| 06:00 | * | * | * | * | 301 | 309 | 306 | 303 | * | * | * | * | * | * | 304 | 306 |
| 07:00 | * | * | * | * | 640 | 471 | 642 | 477 | * | * | * | * | * | * | 641 | 474 |
| 08:00 | * | * | * | * | 576 | 473 | 519 | 485 | * | * | * | * | * | * | 548 | 479 |
| 09:00 | * | * | * | * | 381 | 387 | 424 | 407 | * | * | * | * | * | * | 402 | 397 |
| 10:00 | * | * | * | * | 357 | 400 | 403 | 418 | * | * | * | * | * | * | 380 | 409 |
| 11:00 | * | * | * | * | 388 | 400 | 391 | 412 | * | * | * | * | * | * | 390 | 406 |
| 12:00 PM | * | * | * | * | 413 | 434 | 429 | 489 | * | * | * | * | * | * | 421 | 462 |
| 01:00 | * | * | * | * | 450 | 451 | 419 | 428 | * | * | * | * | * | * | 434 | 440 |
| 02:00 | * | * | * | * | 517 | 491 | 495 | 529 | * | * | * | * | * | * | 506 | 510 |
| 03:00 | * | * | * | * | 517 | 664 | 546 | 617 | * | * | * | * | * | * | 532 | 640 |
| 04:00 | * | * | * | * | 575 | 660 | 640 | 706 | * | * | * | * | * | * | 608 | 683 |
| 05:00 | * | * | * | * | 634 | 689 | 578 | 699 | * | * | * | * | * | * | 606 | 694 |
| 06:00 | * | * | * | * | 499 | 542 | 482 | 537 | * | * | * | * | * | * | 490 | 540 |
| 07:00 | * | * | * | * | 329 | 339 | 358 | 317 | * | * | * | * | * | * | 344 | 328 |
| 08:00 | * | * | * | * | 256 | 233 | 250 | 203 | * | * | * | * | * | * | 253 | 218 |
| 09:00 | * | * | * | * | 190 | 190 | 175 | 192 | * | * | * | * | * | * | 182 | 191 |
| 10:00 | * | * | * | * | 117 | 93 | 119 | 88 | * | * | * | * | * | * | 118 | 90 |
| 11:00 | * | * | * | * | 61 | 53 | 73 | 68 | * | * | * | * | * | * | 67 | 60 |
| Total Day | 0 | 0 | 0 | 0 | 7478 | 7471 | 7536 | 7587 | 0 | 0 | 0 | 0 | 0 | 0 | 7508 | 7528 |
| AM Peak Vol. | | | | | 07:00 640 | 08:00 473 | 07:00 642 | 08:00 485 | | | | | | | 07:00 641 | 08:00 479 |
| PM Peak Vol. | | | | | 17:00 634 | 17:00 689 | 16:00 640 | 16:00 706 | | | | | | | 16:00 608 | 17:00 694 |

Comb.
Total

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #13
 Tube Layout: L6 Basic (2')

Page 1

Station ID:
 Site Code: 118
 Date Start: 23-Sep-09
 Date End: 24-Sep-09
 Plymouth St (106),west of Indian Path Rd

| Start Time | 21-Sep-09 Mon | 22-Sep-09 Tue | 23-Sep-09 Wed | 24-Sep-09 Thu | 25-Sep-09 Fri | 26-Sep-09 Sat | 27-Sep-09 Sun | Week Average |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|---------------|
| 12:00 AM | * | * | 60 | 66 | * | * | * | 63 |
| 01:00 | * | * | 33 | 40 | * | * | * | 36 |
| 02:00 | * | * | 21 | 34 | * | * | * | 28 |
| 03:00 | * | * | 29 | 25 | * | * | * | 27 |
| 04:00 | * | * | 85 | 85 | * | * | * | 85 |
| 05:00 | * | * | 241 | 249 | * | * | * | 245 |
| 06:00 | * | * | 610 | 609 | * | * | * | 610 |
| 07:00 | * | * | 1111 | 1119 | * | * | * | 1115 |
| 08:00 | * | * | 1049 | 1004 | * | * | * | 1026 |
| 09:00 | * | * | 768 | 831 | * | * | * | 800 |
| 10:00 | * | * | 757 | 821 | * | * | * | 789 |
| 11:00 | * | * | 788 | 803 | * | * | * | 796 |
| 12:00 PM | * | * | 847 | 918 | * | * | * | 882 |
| 01:00 | * | * | 901 | 847 | * | * | * | 874 |
| 02:00 | * | * | 1008 | 1024 | * | * | * | 1016 |
| 03:00 | * | * | 1181 | 1163 | * | * | * | 1172 |
| 04:00 | * | * | 1235 | 1346 | * | * | * | 1290 |
| 05:00 | * | * | 1323 | 1277 | * | * | * | 1300 |
| 06:00 | * | * | 1041 | 1019 | * | * | * | 1030 |
| 07:00 | * | * | 668 | 675 | * | * | * | 672 |
| 08:00 | * | * | 489 | 453 | * | * | * | 471 |
| 09:00 | * | * | 380 | 367 | * | * | * | 374 |
| 10:00 | * | * | 210 | 207 | * | * | * | 208 |
| 11:00 | * | * | 114 | 141 | * | * | * | 128 |
| Total Percentage | 0 0.0% | 0 0.0% | 14949 99.4% | 15123 100.6% | 0 0.0% | 0 0.0% | 0 0.0% | 15037 |
| AM Peak Vol. | | | 07:00 1111 | 07:00 1119 | | | | 07:00 1115 |
| PM Peak Vol. | | | 17:00 1323 | 16:00 1346 | | | | 17:00 1300 |

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Page 1

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #13
 Tube Layout: L6 Basic (2')

Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

Plymouth St (106),west of Indian Path Rd

WB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|----|-----|------|------|------|-----|----|----|----|----|----|----|-----|-------|
| 09/23/09 | 0 | 0 | 0 | 1 | 3 | 10 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 23 |
| 01:00 | 0 | 0 | 1 | 0 | 5 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 02:00 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 03:00 | 0 | 0 | 0 | 0 | 2 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 04:00 | 0 | 0 | 0 | 0 | 6 | 27 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 05:00 | 0 | 0 | 0 | 4 | 19 | 72 | 50 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 06:00 | 14 | 0 | 0 | 6 | 56 | 169 | 48 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 301 |
| 07:00 | 27 | 7 | 6 | 41 | 185 | 266 | 105 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 640 |
| 08:00 | 20 | 2 | 12 | 38 | 168 | 239 | 91 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 576 |
| 09:00 | 19 | 1 | 6 | 28 | 92 | 164 | 66 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 381 |
| 10:00 | 14 | 0 | 5 | 14 | 99 | 156 | 64 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 357 |
| 11:00 | 16 | 0 | 3 | 19 | 100 | 185 | 60 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 388 |
| 12 PM | 14 | 0 | 4 | 19 | 92 | 180 | 91 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 413 |
| 13:00 | 19 | 1 | 6 | 17 | 92 | 225 | 77 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 450 |
| 14:00 | 27 | 0 | 2 | 38 | 147 | 227 | 67 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 517 |
| 15:00 | 30 | 0 | 1 | 10 | 96 | 262 | 107 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 517 |
| 16:00 | 35 | 0 | 6 | 17 | 120 | 287 | 103 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 575 |
| 17:00 | 42 | 1 | 6 | 34 | 164 | 290 | 89 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 634 |
| 18:00 | 36 | 0 | 4 | 22 | 157 | 223 | 52 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 499 |
| 19:00 | 14 | 0 | 1 | 12 | 105 | 147 | 45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 329 |
| 20:00 | 7 | 0 | 0 | 13 | 59 | 121 | 49 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 256 |
| 21:00 | 1 | 1 | 1 | 2 | 43 | 99 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 22:00 | 0 | 0 | 0 | 2 | 16 | 62 | 35 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 23:00 | 0 | 0 | 0 | 0 | 10 | 30 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Total | 335 | 13 | 64 | 337 | 1839 | 3455 | 1300 | 125 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 7478 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 32 MPH |
| | 50th Percentile : | 37 MPH |
| | 85th Percentile : | 42 MPH |
| | 95th Percentile : | 45 MPH |
| | Mean Speed(Average) : | 36 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 5294 |
| | Percent in Pace : | 70.8% |
| | Number of Vehicles > 35 MPH : | 4890 |
| | Percent of Vehicles > 35 MPH : | 65.4% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 2

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #13
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),west of Indian Path Rd

WB

| Start Time | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|-----|-----|------|------|------|-----|----|----|----|----|----|----|-----|-------|
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 76 | 999 | |
| 09/24/09 | 0 | 0 | 0 | 0 | 8 | 10 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 01:00 | 0 | 0 | 0 | 0 | 4 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 02:00 | 0 | 0 | 0 | 1 | 3 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:00 | 0 | 0 | 0 | 2 | 9 | 19 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 05:00 | 2 | 0 | 0 | 4 | 20 | 77 | 45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 06:00 | 16 | 2 | 5 | 13 | 78 | 138 | 48 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 306 |
| 07:00 | 22 | 0 | 4 | 32 | 156 | 336 | 86 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 642 |
| 08:00 | 24 | 1 | 16 | 61 | 157 | 191 | 64 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 519 |
| 09:00 | 30 | 0 | 2 | 19 | 90 | 203 | 71 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 424 |
| 10:00 | 13 | 2 | 23 | 17 | 69 | 176 | 96 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 403 |
| 11:00 | 13 | 0 | 5 | 18 | 76 | 174 | 95 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 391 |
| 12 PM | 16 | 0 | 0 | 15 | 101 | 189 | 93 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 429 |
| 13:00 | 25 | 1 | 12 | 26 | 72 | 179 | 97 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 419 |
| 14:00 | 29 | 0 | 13 | 49 | 143 | 201 | 54 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 495 |
| 15:00 | 36 | 0 | 2 | 39 | 133 | 245 | 90 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 546 |
| 16:00 | 55 | 7 | 10 | 38 | 194 | 257 | 72 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 640 |
| 17:00 | 45 | 4 | 2 | 33 | 148 | 244 | 91 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 578 |
| 18:00 | 26 | 0 | 2 | 31 | 112 | 221 | 82 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 482 |
| 19:00 | 9 | 0 | 6 | 15 | 93 | 180 | 49 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 358 |
| 20:00 | 5 | 0 | 1 | 7 | 49 | 128 | 49 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| 21:00 | 3 | 0 | 1 | 4 | 37 | 84 | 40 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 22:00 | 0 | 0 | 0 | 0 | 11 | 61 | 33 | 9 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 119 |
| 23:00 | 0 | 0 | 0 | 3 | 8 | 37 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| Total | 369 | 17 | 104 | 427 | 1772 | 3373 | 1315 | 144 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 7536 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 31 MPH |
| | 50th Percentile : | 37 MPH |
| | 85th Percentile : | 42 MPH |
| | 95th Percentile : | 45 MPH |
| | Mean Speed(Average) : | 36 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 5145 |
| | Percent in Pace : | 68.3% |
| | Number of Vehicles > 35 MPH : | 4847 |
| | Percent of Vehicles > 35 MPH : | 64.3% |

| | | | | | | | | | | | | | | | |
|-------------|--------------------------------|-----------|-----|-----|------|------|------|-----|----|---|---|---|---|---|-------|
| Grand Total | 704 | 30 | 168 | 764 | 3611 | 6828 | 2615 | 269 | 22 | 1 | 0 | 2 | 0 | 0 | 15014 |
| Overall | | | | | | | | | | | | | | | |
| | 15th Percentile : | 31 MPH | | | | | | | | | | | | | |
| | 50th Percentile : | 37 MPH | | | | | | | | | | | | | |
| | 85th Percentile : | 42 MPH | | | | | | | | | | | | | |
| | 95th Percentile : | 45 MPH | | | | | | | | | | | | | |
| | Mean Speed(Average) : | 36 MPH | | | | | | | | | | | | | |
| | 10 MPH Pace Speed : | 31-40 MPH | | | | | | | | | | | | | |
| | Number in Pace : | 10439 | | | | | | | | | | | | | |
| | Percent in Pace : | 69.5% | | | | | | | | | | | | | |
| | Number of Vehicles > 35 MPH : | 9737 | | | | | | | | | | | | | |
| | Percent of Vehicles > 35 MPH : | 64.9% | | | | | | | | | | | | | |

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Page 3

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #13
 Tube Layout: L6 Basic (2')

Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

Plymouth St (106),west of Indian Path Rd

EB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|----|-----|------|------|-----|----|----|----|----|----|----|----|-----|-------|
| 09/23/09 | 0 | 0 | 1 | 1 | 6 | 18 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 01:00 | 0 | 0 | 0 | 2 | 3 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 02:00 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 0 | 0 | 0 | 3 | 6 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:00 | 0 | 0 | 0 | 0 | 6 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 05:00 | 2 | 0 | 0 | 6 | 20 | 47 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 06:00 | 11 | 0 | 3 | 10 | 100 | 152 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 309 |
| 07:00 | 32 | 0 | 2 | 10 | 134 | 257 | 34 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 471 |
| 08:00 | 26 | 0 | 2 | 35 | 165 | 208 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 473 |
| 09:00 | 16 | 1 | 3 | 16 | 97 | 201 | 47 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 387 |
| 10:00 | 25 | 1 | 4 | 11 | 105 | 205 | 45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| 11:00 | 20 | 1 | 11 | 21 | 101 | 191 | 50 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| 12 PM | 24 | 0 | 5 | 26 | 117 | 210 | 47 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 434 |
| 13:00 | 25 | 0 | 4 | 33 | 146 | 192 | 45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 451 |
| 14:00 | 42 | 0 | 2 | 27 | 160 | 199 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 491 |
| 15:00 | 45 | 2 | 6 | 14 | 210 | 299 | 83 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 664 |
| 16:00 | 46 | 0 | 3 | 24 | 214 | 279 | 90 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 660 |
| 17:00 | 46 | 0 | 3 | 46 | 185 | 331 | 77 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 689 |
| 18:00 | 49 | 0 | 2 | 23 | 143 | 256 | 68 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 542 |
| 19:00 | 14 | 0 | 0 | 17 | 102 | 168 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 339 |
| 20:00 | 4 | 1 | 0 | 12 | 69 | 101 | 41 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 233 |
| 21:00 | 3 | 0 | 3 | 1 | 41 | 108 | 32 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 22:00 | 2 | 0 | 0 | 0 | 13 | 46 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 23:00 | 0 | 0 | 0 | 2 | 6 | 27 | 16 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 53 |
| Total | 432 | 6 | 54 | 337 | 2148 | 3524 | 899 | 63 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 7471 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 31 MPH |
| | 50th Percentile : | 37 MPH |
| | 85th Percentile : | 40 MPH |
| | 95th Percentile : | 44 MPH |
| | Mean Speed(Average) : | 35 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 5672 |
| | Percent in Pace : | 75.9% |
| | Number of Vehicles > 35 MPH : | 4494 |
| | Percent of Vehicles > 35 MPH : | 60.2% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #13
Tube Layout: L6 Basic (2')

Page 4

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),west of Indian Path Rd

EB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|----|-----|------|------|-----|----|----|----|----|----|----|----|-----|-------|
| 09/24/09 | 1 | 0 | 0 | 0 | 7 | 19 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 01:00 | 0 | 0 | 0 | 0 | 5 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 20 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 0 | 0 | 0 | 6 | 15 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 05:00 | 1 | 0 | 0 | 2 | 24 | 44 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 06:00 | 11 | 1 | 4 | 10 | 126 | 117 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 303 |
| 07:00 | 28 | 0 | 3 | 35 | 186 | 197 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 477 |
| 08:00 | 33 | 0 | 1 | 43 | 230 | 161 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 485 |
| 09:00 | 33 | 2 | 5 | 26 | 151 | 157 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 407 |
| 10:00 | 20 | 1 | 5 | 22 | 99 | 214 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 418 |
| 11:00 | 21 | 1 | 6 | 12 | 108 | 211 | 50 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 412 |
| 12 PM | 31 | 0 | 2 | 32 | 119 | 236 | 65 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 489 |
| 13:00 | 24 | 1 | 5 | 25 | 131 | 204 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 428 |
| 14:00 | 36 | 2 | 16 | 66 | 210 | 174 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 529 |
| 15:00 | 52 | 0 | 1 | 47 | 274 | 216 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 617 |
| 16:00 | 56 | 5 | 5 | 57 | 349 | 222 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 706 |
| 17:00 | 55 | 2 | 5 | 53 | 315 | 246 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 699 |
| 18:00 | 31 | 0 | 3 | 19 | 155 | 281 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 537 |
| 19:00 | 17 | 1 | 3 | 9 | 108 | 155 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 |
| 20:00 | 8 | 1 | 2 | 10 | 58 | 91 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 |
| 21:00 | 4 | 1 | 1 | 5 | 56 | 93 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 22:00 | 0 | 0 | 1 | 1 | 16 | 49 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 88 |
| 23:00 | 0 | 0 | 0 | 2 | 6 | 38 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| Total | 462 | 18 | 68 | 476 | 2742 | 3163 | 613 | 39 | 2 | 2 | 0 | 0 | 1 | 1 | 1 | 7587 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 31 MPH |
| | 50th Percentile : | 36 MPH |
| | 85th Percentile : | 40 MPH |
| | 95th Percentile : | 43 MPH |
| | Mean Speed(Average) : | 34 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 5905 |
| | Percent in Pace : | 77.8% |
| | Number of Vehicles > 35 MPH : | 3821 |
| | Percent of Vehicles > 35 MPH : | 50.4% |

| | | | | | | | | | | | | | | | |
|-------------|--------------------------------|-----------|-----|-----|------|------|------|-----|---|---|---|---|---|---|-------|
| Grand Total | 894 | 24 | 122 | 813 | 4890 | 6687 | 1512 | 102 | 8 | 3 | 1 | 0 | 1 | 1 | 15058 |
| Overall | | | | | | | | | | | | | | | |
| | 15th Percentile : | 31 MPH | | | | | | | | | | | | | |
| | 50th Percentile : | 36 MPH | | | | | | | | | | | | | |
| | 85th Percentile : | 40 MPH | | | | | | | | | | | | | |
| | 95th Percentile : | 43 MPH | | | | | | | | | | | | | |
| | Mean Speed(Average) : | 34 MPH | | | | | | | | | | | | | |
| | 10 MPH Pace Speed : | 31-40 MPH | | | | | | | | | | | | | |
| | Number in Pace : | 11577 | | | | | | | | | | | | | |
| | Percent in Pace : | 76.9% | | | | | | | | | | | | | |
| | Number of Vehicles > 35 MPH : | 8315 | | | | | | | | | | | | | |
| | Percent of Vehicles > 35 MPH : | 55.2% | | | | | | | | | | | | | |

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Page 5

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #13
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 23-Sep-09
 Date End: 24-Sep-09
 Plymouth St (106),west of Indian Path Rd

WB, EB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|-----|-----|------|------|------|-----|----|----|----|----|----|----|-----|-------|
| 09/23/09 | 0 | 0 | 1 | 2 | 9 | 28 | 16 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 60 |
| 01:00 | 0 | 0 | 1 | 2 | 8 | 10 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 02:00 | 0 | 0 | 0 | 0 | 5 | 8 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 03:00 | 0 | 0 | 0 | 0 | 5 | 11 | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 04:00 | 0 | 0 | 0 | 0 | 12 | 41 | 25 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 05:00 | 2 | 0 | 0 | 10 | 39 | 119 | 64 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| 06:00 | 25 | 0 | 3 | 16 | 156 | 321 | 80 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 610 |
| 07:00 | 59 | 7 | 8 | 51 | 319 | 523 | 139 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1111 |
| 08:00 | 46 | 2 | 14 | 73 | 333 | 447 | 128 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1049 |
| 09:00 | 35 | 2 | 9 | 44 | 189 | 365 | 113 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 768 |
| 10:00 | 39 | 1 | 9 | 25 | 204 | 361 | 109 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 757 |
| 11:00 | 36 | 1 | 14 | 40 | 201 | 376 | 110 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 788 |
| 12 PM | 38 | 0 | 9 | 45 | 209 | 390 | 138 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 847 |
| 13:00 | 44 | 1 | 10 | 50 | 238 | 417 | 122 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 901 |
| 14:00 | 69 | 0 | 4 | 65 | 307 | 426 | 128 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1008 |
| 15:00 | 75 | 2 | 7 | 24 | 306 | 561 | 190 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1181 |
| 16:00 | 81 | 0 | 9 | 41 | 334 | 566 | 193 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1235 |
| 17:00 | 88 | 1 | 9 | 80 | 349 | 621 | 166 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1323 |
| 18:00 | 85 | 0 | 6 | 45 | 300 | 479 | 120 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1041 |
| 19:00 | 28 | 0 | 1 | 29 | 207 | 315 | 79 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 668 |
| 20:00 | 11 | 1 | 0 | 25 | 128 | 222 | 90 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 489 |
| 21:00 | 4 | 1 | 4 | 3 | 84 | 207 | 72 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 380 |
| 22:00 | 2 | 0 | 0 | 2 | 29 | 108 | 59 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 23:00 | 0 | 0 | 0 | 2 | 16 | 57 | 35 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 114 |
| Total | 767 | 19 | 118 | 674 | 3987 | 6979 | 2199 | 188 | 14 | 2 | 1 | 1 | 0 | 0 | 0 | 14949 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 31 MPH |
| | 50th Percentile : | 37 MPH |
| | 85th Percentile : | 41 MPH |
| | 95th Percentile : | 44 MPH |
| | Mean Speed(Average) : | 35 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 10966 |
| | Percent in Pace : | 73.4% |
| | Number of Vehicles > 35 MPH : | 9384 |
| | Percent of Vehicles > 35 MPH : | 62.8% |

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #13
 Tube Layout: L6 Basic (2')

Page 6

Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

Plymouth St (106),west of Indian Path Rd

WB, EB

| Start Time | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|-----|-----|------|------|------|-----|----|----|----|----|----|----|-----|-------|
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | |
| 09/24/09 | 1 | 0 | 0 | 0 | 15 | 29 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 01:00 | 0 | 0 | 0 | 0 | 9 | 21 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 02:00 | 0 | 0 | 0 | 1 | 4 | 16 | 9 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 34 |
| 03:00 | 0 | 0 | 0 | 0 | 3 | 9 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 04:00 | 0 | 0 | 0 | 2 | 15 | 34 | 28 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 85 |
| 05:00 | 3 | 0 | 0 | 6 | 44 | 121 | 64 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 249 |
| 06:00 | 27 | 3 | 9 | 23 | 204 | 255 | 81 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 609 |
| 07:00 | 50 | 0 | 7 | 67 | 342 | 533 | 112 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1119 |
| 08:00 | 57 | 1 | 17 | 104 | 387 | 352 | 81 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1004 |
| 09:00 | 63 | 2 | 7 | 45 | 241 | 360 | 101 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 831 |
| 10:00 | 33 | 3 | 28 | 39 | 168 | 390 | 149 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 821 |
| 11:00 | 34 | 1 | 11 | 30 | 184 | 385 | 145 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 803 |
| 12 PM | 47 | 0 | 2 | 47 | 220 | 425 | 158 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 918 |
| 13:00 | 49 | 2 | 17 | 51 | 203 | 383 | 134 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 847 |
| 14:00 | 65 | 2 | 29 | 115 | 353 | 375 | 76 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1024 |
| 15:00 | 88 | 0 | 3 | 86 | 407 | 461 | 117 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1163 |
| 16:00 | 111 | 12 | 15 | 95 | 543 | 479 | 84 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1346 |
| 17:00 | 100 | 6 | 7 | 86 | 463 | 490 | 113 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1277 |
| 18:00 | 57 | 0 | 5 | 50 | 267 | 502 | 130 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1019 |
| 19:00 | 26 | 1 | 9 | 24 | 201 | 335 | 73 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 675 |
| 20:00 | 13 | 1 | 3 | 17 | 107 | 219 | 80 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 453 |
| 21:00 | 7 | 1 | 2 | 9 | 93 | 177 | 69 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 367 |
| 22:00 | 0 | 0 | 1 | 1 | 27 | 110 | 53 | 9 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 207 |
| 23:00 | 0 | 0 | 0 | 5 | 14 | 75 | 37 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| Total | 831 | 35 | 172 | 903 | 4514 | 6536 | 1928 | 183 | 16 | 2 | 0 | 1 | 1 | 1 | 1 | 15123 |

Daily

| | |
|--------------------------------|-----------|
| 15th Percentile : | 31 MPH |
| 50th Percentile : | 36 MPH |
| 85th Percentile : | 40 MPH |
| 95th Percentile : | 44 MPH |
| Mean Speed(Average) : | 35 MPH |
| 10 MPH Pace Speed : | 31-40 MPH |
| Number in Pace : | 11050 |
| Percent in Pace : | 73.1% |
| Number of Vehicles > 35 MPH : | 8668 |
| Percent of Vehicles > 35 MPH : | 57.3% |

| | | | | | | | | | | | | | | | |
|--------------------------------|-----------|----|-----|------|------|-------|------|-----|----|---|---|---|---|---|-------|
| Grand Total | 1598 | 54 | 290 | 1577 | 8501 | 13515 | 4127 | 371 | 30 | 4 | 1 | 2 | 1 | 1 | 30072 |
| Overall | | | | | | | | | | | | | | | |
| 15th Percentile : | 31 MPH | | | | | | | | | | | | | | |
| 50th Percentile : | 37 MPH | | | | | | | | | | | | | | |
| 85th Percentile : | 41 MPH | | | | | | | | | | | | | | |
| 95th Percentile : | 44 MPH | | | | | | | | | | | | | | |
| Mean Speed(Average) : | 35 MPH | | | | | | | | | | | | | | |
| 10 MPH Pace Speed : | 31-40 MPH | | | | | | | | | | | | | | |
| Number in Pace : | 22016 | | | | | | | | | | | | | | |
| Percent in Pace : | 73.2% | | | | | | | | | | | | | | |
| Number of Vehicles > 35 MPH : | 18052 | | | | | | | | | | | | | | |
| Percent of Vehicles > 35 MPH : | 60.0% | | | | | | | | | | | | | | |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 1

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #13
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),west of Indian Path Rd

WB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/23/09 | 0 | 16 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 |
| 01:00 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 |
| 02:00 | 0 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 |
| 03:00 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 |
| 04:00 | 0 | 30 | 25 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 6 |
| 05:00 | 3 | 80 | 56 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 151 | 12 |
| 06:00 | 4 | 179 | 97 | 5 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 301 | 21 |
| 07:00 | 5 | 437 | 168 | 5 | 16 | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 639 | 29 |
| 08:00 | 1 | 394 | 136 | 11 | 24 | 6 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 575 | 44 |
| 09:00 | 2 | 251 | 95 | 6 | 19 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 381 | 33 |
| 10:00 | 5 | 241 | 89 | 2 | 16 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 357 | 22 |
| 11:00 | 0 | 249 | 107 | 3 | 24 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 388 | 32 |
| 12 PM | 5 | 252 | 124 | 5 | 17 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 413 | 32 |
| 13:00 | 9 | 304 | 113 | 2 | 13 | 2 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 450 | 24 |
| 14:00 | 6 | 335 | 138 | 11 | 17 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 516 | 37 |
| 15:00 | 3 | 338 | 147 | 4 | 18 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 516 | 28 |
| 16:00 | 10 | 357 | 180 | 0 | 15 | 4 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 573 | 26 |
| 17:00 | 7 | 448 | 147 | 1 | 22 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 633 | 31 |
| 18:00 | 16 | 336 | 121 | 3 | 15 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 498 | 25 |
| 19:00 | 3 | 245 | 68 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 329 | 13 |
| 20:00 | 4 | 189 | 59 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 4 |
| 21:00 | 1 | 144 | 37 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 8 |
| 22:00 | 1 | 87 | 27 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 2 |
| 23:00 | 0 | 50 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 1 |
| Total | 85 | 4991 | 1961 | 61 | 273 | 45 | 1 | 30 | 20 | 3 | 0 | 0 | 0 | 7470 | 433 |
| Percent | 1.1% | 66.8% | 26.3% | 0.8% | 3.7% | 0.6% | 0.0% | 0.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.8% |
| AM Peak Vol. | 07:00 | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 06:00 | 09:00 | 10:00 | 07:00 | | | | 07:00 | 08:00 |
| PM Peak Vol. | 18:00 | 17:00 | 16:00 | 14:00 | 17:00 | 14:00 | | | 12:00 | 16:00 | 14:00 | | | 17:00 | 14:00 |
| | | 16 | 448 | 180 | 11 | 22 | 7 | | 4 | 4 | 1 | | | 633 | 37 |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 2

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #13
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),west of Indian Path Rd

WB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|----------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/24/09 01:00 | 0 | 21 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 3 |
| 02:00 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 |
| 03:00 | 0 | 7 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 4 |
| 04:00 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 |
| 05:00 | 0 | 28 | 17 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 6 |
| 06:00 | 3 | 78 | 66 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 11 |
| 07:00 | 4 | 188 | 96 | 5 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 306 | 19 |
| 08:00 | 450 | 156 | 7 | 18 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 642 | 32 |
| 09:00 | 5 | 336 | 143 | 8 | 18 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 518 | 34 |
| 10:00 | 2 | 286 | 105 | 6 | 17 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 423 | 30 |
| 11:00 | 6 | 260 | 102 | 5 | 16 | 4 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 402 | 34 |
| 12 PM | 8 | 254 | 103 | 1 | 21 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 391 | 26 |
| 13:00 | 4 | 283 | 115 | 0 | 17 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 429 | 27 |
| 14:00 | 8 | 276 | 109 | 2 | 17 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 419 | 26 |
| 15:00 | 10 | 318 | 130 | 14 | 14 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 494 | 36 |
| 16:00 | 5 | 372 | 135 | 11 | 14 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 544 | 32 |
| 17:00 | 6 | 425 | 168 | 3 | 30 | 4 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 641 | 42 |
| 18:00 | 8 | 400 | 137 | 1 | 27 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 577 | 32 |
| 19:00 | 6 | 338 | 123 | 2 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 481 | 14 |
| 20:00 | 5 | 252 | 92 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 357 | 8 |
| 21:00 | 2 | 180 | 62 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 5 |
| 22:00 | 1 | 140 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 0 |
| 23:00 | 0 | 79 | 34 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 5 |
| | 0 | 48 | 20 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 73 | 5 |
| Total | | 84 | 5048 | 1963 | 69 | 263 | 45 | 3 | 34 | 17 | 1 | 0 | 0 | 7527 | 432 |
| Percent | | 1.1% | 67.1% | 26.1% | 0.9% | 3.5% | 0.6% | 0.0% | 0.5% | 0.2% | 0.0% | 0.0% | 0.0% | | 5.7% |
| AM Peak Vol. | | 11:00 | 07:00 | 07:00 | 08:00 | 11:00 | 09:00 | 07:00 | 10:00 | 10:00 | | | | 07:00 | 08:00 |
| PM Peak Vol. | | 8 | 450 | 156 | 8 | 21 | 5 | 1 | 5 | 3 | | | | 642 | 34 |
| Grand Total | | 14:00 | 16:00 | 16:00 | 14:00 | 16:00 | 12:00 | | 12:00 | 16:00 | 15:00 | | | 16:00 | 16:00 |
| Percent | | 1.1% | 66.9% | 26.2% | 0.9% | 3.6% | 0.6% | 0.0% | 0.4% | 0.2% | 0.0% | 0.0% | 0.0% | 14997 | 865 |
| | | 10 | 425 | 168 | 14 | 30 | 5 | | 4 | 4 | 1 | | | 641 | 42 |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 3

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #13
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),west of Indian Path Rd

EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/23/09 | 0 | 23 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 2 |
| 01:00 | 1 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 |
| 02:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| 03:00 | 0 | 8 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 |
| 04:00 | 0 | 14 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 3 |
| 05:00 | 0 | 52 | 26 | 2 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 90 | 12 |
| 06:00 | 2 | 189 | 89 | 8 | 15 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 308 | 28 |
| 07:00 | 6 | 293 | 131 | 7 | 22 | 3 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 469 | 39 |
| 08:00 | 2 | 277 | 143 | 11 | 32 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 472 | 50 |
| 09:00 | 6 | 252 | 105 | 2 | 13 | 2 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 387 | 24 |
| 10:00 | 1 | 267 | 98 | 4 | 26 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 400 | 34 |
| 11:00 | 3 | 259 | 104 | 1 | 23 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 399 | 33 |
| 12 PM | 1 | 284 | 117 | 3 | 26 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 433 | 31 |
| 13:00 | 3 | 293 | 128 | 6 | 18 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 451 | 27 |
| 14:00 | 5 | 337 | 116 | 5 | 18 | 2 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 490 | 32 |
| 15:00 | 4 | 450 | 178 | 3 | 22 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 663 | 31 |
| 16:00 | 7 | 430 | 185 | 3 | 27 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 659 | 37 |
| 17:00 | 6 | 474 | 178 | 0 | 25 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 688 | 30 |
| 18:00 | 6 | 382 | 125 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 541 | 28 |
| 19:00 | 6 | 246 | 80 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 338 | 6 |
| 20:00 | 1 | 168 | 53 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 | 10 |
| 21:00 | 1 | 140 | 46 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 3 |
| 22:00 | 0 | 72 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 |
| 23:00 | 1 | 36 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 1 |
| Total | 62 | 4965 | 1968 | 57 | 324 | 31 | 1 | 22 | 27 | 1 | 0 | 0 | 0 | 7458 | 463 |
| Percent | 0.8% | 66.6% | 26.4% | 0.8% | 4.3% | 0.4% | 0.0% | 0.3% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | | 6.2% |
| AM Peak Vol. | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 11:00 | 08:00 | 11:00 | 07:00 | 08:00 | | | | 08:00 | 08:00 |
| PM Peak Vol. | 16:00 | 17:00 | 16:00 | 13:00 | 16:00 | 15:00 | | | 14:00 | 14:00 | | | | 17:00 | 16:00 |
| | | | | 6 | 27 | 4 | | | 2 | 5 | | | | 688 | 37 |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 4

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #13
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),west of Indian Path Rd

EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|---------------------|-------------|-----------------|---------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|-------------|
| 09/24/09 | 0 | 28 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 36 | 2 |
| 01:00 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 |
| 02:00 | 0 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 |
| 03:00 | 0 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 |
| 04:00 | 0 | 19 | 10 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 5 |
| 05:00 | 0 | 51 | 30 | 3 | 7 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 94 | 13 |
| 06:00 | 4 | 184 | 85 | 7 | 17 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 302 | 29 |
| 07:00 | 2 | 305 | 127 | 10 | 27 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 476 | 42 |
| 08:00 | 6 | 285 | 153 | 11 | 25 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 484 | 40 |
| 09:00 | 2 | 235 | 134 | 6 | 23 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 406 | 35 |
| 10:00 | 1 | 270 | 111 | 1 | 28 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 417 | 35 |
| 11:00 | 0 | 277 | 107 | 4 | 19 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 411 | 27 |
| 12 PM | 2 | 320 | 135 | 4 | 20 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 488 | 31 |
| 13:00 | 3 | 288 | 112 | 3 | 16 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 427 | 24 |
| 14:00 | 1 | 356 | 132 | 8 | 25 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 527 | 38 |
| 15:00 | 5 | 429 | 144 | 6 | 20 | 6 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 619 | 41 |
| 16:00 | 7 | 467 | 196 | 8 | 23 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 708 | 38 |
| 17:00 | 9 | 482 | 172 | 3 | 27 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 701 | 38 |
| 18:00 | 2 | 358 | 137 | 1 | 30 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 536 | 39 |
| 19:00 | 3 | 236 | 68 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 317 | 10 |
| 20:00 | 0 | 147 | 51 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 4 |
| 21:00 | 1 | 139 | 46 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 192 | 6 |
| 22:00 | 0 | 68 | 16 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 88 | 4 |
| 23:00 | 1 | 55 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 3 |
| Total Percent | 49 0.6% | 5035 66.4% | 1988 26.2% | 78 1.0% | 338 4.5% | 43 0.6% | 0 0.0% | 35 0.5% | 15 0.2% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 7581 509 | 509 6.7% |
| AM Peak Vol. | 08:00 6 | 07:00 305 | 08:00 153 | 10:00 11 | 10:00 28 | 10:00 4 | | 07:00 3 | 09:00 2 | | | | | 08:00 484 | 07:00 42 |
| PM Peak Vol. | 17:00 9 | 17:00 482 | 16:00 196 | 14:00 8 | 18:00 30 | 15:00 6 | | 15:00 7 | 16:00 3 | | | | | 16:00 708 | 15:00 41 |
| Grand Total Percent | 111 0.7% | 10000 66.5% | 3956 26.3% | 135 0.9% | 662 4.4% | 74 0.5% | 1 0.0% | 57 0.4% | 42 0.3% | 1 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 15039 972 | 6.5% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

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Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #13
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),west of Indian Path Rd

WB, EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/23/09 | 0 | 39 | 18 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 3 |
| 01:00 | 1 | 23 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 |
| 02:00 | 0 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 |
| 03:00 | 0 | 17 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 3 |
| 04:00 | 0 | 44 | 32 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 9 |
| 05:00 | 3 | 132 | 82 | 3 | 17 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 241 | 24 |
| 06:00 | 6 | 368 | 186 | 13 | 30 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 609 | 49 |
| 07:00 | 11 | 730 | 299 | 12 | 38 | 8 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 1108 | 68 |
| 08:00 | 3 | 671 | 279 | 22 | 56 | 7 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 1047 | 94 |
| 09:00 | 8 | 503 | 200 | 8 | 32 | 5 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 768 | 57 |
| 10:00 | 6 | 508 | 187 | 6 | 42 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 757 | 56 |
| 11:00 | 3 | 508 | 211 | 4 | 47 | 6 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 787 | 65 |
| 12 PM | 6 | 536 | 241 | 8 | 43 | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 846 | 63 |
| 13:00 | 12 | 597 | 241 | 8 | 31 | 3 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 901 | 51 |
| 14:00 | 11 | 672 | 254 | 16 | 35 | 9 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 1006 | 69 |
| 15:00 | 7 | 788 | 325 | 7 | 40 | 6 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 1179 | 59 |
| 16:00 | 17 | 787 | 365 | 3 | 42 | 8 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 1232 | 63 |
| 17:00 | 13 | 922 | 325 | 1 | 47 | 4 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 1321 | 61 |
| 18:00 | 22 | 718 | 246 | 3 | 40 | 6 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1039 | 53 |
| 19:00 | 9 | 491 | 148 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 667 | 19 |
| 20:00 | 5 | 357 | 112 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 488 | 14 |
| 21:00 | 2 | 284 | 83 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 380 | 11 |
| 22:00 | 1 | 159 | 48 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 2 |
| 23:00 | 1 | 86 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 2 |
| Total | 147 | 9956 | 3929 | 118 | 597 | 76 | 2 | 52 | 47 | 4 | 0 | 0 | 0 | 14928 | 896 |
| Percent | 1.0% | 66.7% | 26.3% | 0.8% | 4.0% | 0.5% | 0.0% | 0.3% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 6.0% |
| AM Peak Vol. | 07:00 | 07:00 | 07:00 | 08:00 | 08:00 | 07:00 | 06:00 | 11:00 | 09:00 | 07:00 | | | | 07:00 | 08:00 |
| PM Peak Vol. | 18:00 | 17:00 | 16:00 | 14:00 | 17:00 | 14:00 | | 12:00 | 14:00 | 14:00 | | | | 17:00 | 14:00 |
| | | 22 | 922 | 365 | 16 | 47 | 9 | | 5 | 6 | 1 | | | 1321 | 69 |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

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Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #13
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),west of Indian Path Rd

WB, EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|----------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/24/09 01:00 | 0 | 49 | 12 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 66 | 5 |
| 02:00 | 0 | 21 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 1 |
| 03:00 | 0 | 17 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 |
| 04:00 | 0 | 47 | 27 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 11 |
| 05:00 | 0 | 129 | 96 | 5 | 15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 249 | 24 |
| 06:00 | 7 | 372 | 181 | 12 | 28 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 608 | 48 |
| 07:00 | 6 | 755 | 283 | 17 | 45 | 3 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 1118 | 74 |
| 08:00 | 11 | 621 | 296 | 19 | 43 | 5 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 1002 | 74 |
| 09:00 | 4 | 521 | 239 | 12 | 40 | 7 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 829 | 65 |
| 10:00 | 7 | 530 | 213 | 6 | 44 | 8 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 819 | 69 |
| 11:00 | 8 | 531 | 210 | 5 | 40 | 4 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 802 | 53 |
| 12 PM | 6 | 603 | 250 | 4 | 37 | 9 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 917 | 58 |
| 13:00 | 11 | 564 | 221 | 5 | 33 | 4 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 846 | 50 |
| 14:00 | 11 | 674 | 262 | 22 | 39 | 7 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 1021 | 74 |
| 15:00 | 10 | 801 | 279 | 17 | 34 | 10 | 0 | 9 | 2 | 1 | 0 | 0 | 0 | 1163 | 73 |
| 16:00 | 13 | 892 | 364 | 11 | 53 | 7 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 1349 | 80 |
| 17:00 | 17 | 882 | 309 | 4 | 54 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1278 | 70 |
| 18:00 | 8 | 696 | 260 | 3 | 39 | 5 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1017 | 53 |
| 19:00 | 8 | 488 | 160 | 0 | 15 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 674 | 18 |
| 20:00 | 2 | 327 | 113 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 451 | 9 |
| 21:00 | 2 | 279 | 80 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 367 | 6 |
| 22:00 | 1 | 147 | 50 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 207 | 9 |
| 23:00 | 1 | 103 | 29 | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 141 | 8 |
| Total | 133 | 10083 | 3951 | 147 | 601 | 88 | 3 | 69 | 32 | 1 | 0 | 0 | 0 | 15108 | 941 |
| Percent | 0.9% | 66.7% | 26.2% | 1.0% | 4.0% | 0.6% | 0.0% | 0.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| AM Peak Vol. | 08:00 | 07:00 | 08:00 | 08:00 | 07:00 | 10:00 | 07:00 | 10:00 | 09:00 | | | | | 07:00 | 07:00 |
| | 11 | 755 | 296 | 19 | 45 | 8 | 1 | 7 | 4 | | | | | 1118 | 74 |
| PM Peak Vol. | 17:00 | 16:00 | 16:00 | 14:00 | 17:00 | 15:00 | | 15:00 | 16:00 | 15:00 | | | | 16:00 | 16:00 |
| | 17 | 892 | 364 | 22 | 54 | 10 | | 9 | 7 | 1 | | | | 1349 | 80 |
| Grand Total | 280 | 20039 | 7880 | 265 | 1198 | 164 | 5 | 121 | 79 | 5 | 0 | 0 | 0 | 30036 | 1837 |
| Percent | 0.9% | 66.7% | 26.2% | 0.9% | 4.0% | 0.5% | 0.0% | 0.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 6.1% |

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #14
 Tube Layout: L6 Basic (2')

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Station ID:
 Site Code: 118
 Date Start: 23-Sep-09
 Date End: 24-Sep-09
 Plymouth St (106),east of Indian Path Rd

| Start Time | 21-Sep-09 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|--------------|-----------|----|-----|----|-------|-------|-------|-------|-----|----|-----|----|-----|----|--------------|-------|
| | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00 AM | * | * | * | * | 21 | 38 | 29 | 37 | * | * | * | * | * | * | 25 | 38 |
| 01:00 | * | * | * | * | 16 | 18 | 20 | 20 | * | * | * | * | * | * | 18 | 19 |
| 02:00 | * | * | * | * | 12 | 10 | 13 | 19 | * | * | * | * | * | * | 12 | 14 |
| 03:00 | * | * | * | * | 13 | 16 | 16 | 9 | * | * | * | * | * | * | 14 | 12 |
| 04:00 | * | * | * | * | 62 | 24 | 53 | 33 | * | * | * | * | * | * | 58 | 28 |
| 05:00 | * | * | * | * | 144 | 85 | 149 | 88 | * | * | * | * | * | * | 146 | 86 |
| 06:00 | * | * | * | * | 308 | 283 | 305 | 293 | * | * | * | * | * | * | 306 | 288 |
| 07:00 | * | * | * | * | 667 | 475 | 672 | 464 | * | * | * | * | * | * | 670 | 470 |
| 08:00 | * | * | * | * | 580 | 467 | 503 | 470 | * | * | * | * | * | * | 542 | 468 |
| 09:00 | * | * | * | * | 372 | 389 | 444 | 408 | * | * | * | * | * | * | 408 | 398 |
| 10:00 | * | * | * | * | 369 | 399 | 404 | 400 | * | * | * | * | * | * | 386 | 400 |
| 11:00 | * | * | * | * | 384 | 399 | 371 | 399 | * | * | * | * | * | * | 378 | 399 |
| 12:00 PM | * | * | * | * | 396 | 428 | 437 | 480 | * | * | * | * | * | * | 416 | 454 |
| 01:00 | * | * | * | * | 441 | 452 | 417 | 423 | * | * | * | * | * | * | 429 | 438 |
| 02:00 | * | * | * | * | 509 | 469 | 476 | 538 | * | * | * | * | * | * | 492 | 504 |
| 03:00 | * | * | * | * | 504 | 665 | 558 | 623 | * | * | * | * | * | * | 531 | 644 |
| 04:00 | * | * | * | * | 571 | 675 | 625 | 718 | * | * | * | * | * | * | 598 | 696 |
| 05:00 | * | * | * | * | 625 | 699 | 583 | 708 | * | * | * | * | * | * | 604 | 704 |
| 06:00 | * | * | * | * | 503 | 546 | 469 | 562 | * | * | * | * | * | * | 486 | 554 |
| 07:00 | * | * | * | * | 317 | 336 | 360 | 310 | * | * | * | * | * | * | 338 | 323 |
| 08:00 | * | * | * | * | 250 | 243 | 245 | 204 | * | * | * | * | * | * | 248 | 224 |
| 09:00 | * | * | * | * | 191 | 182 | 183 | 188 | * | * | * | * | * | * | 187 | 185 |
| 10:00 | * | * | * | * | 115 | 100 | 121 | 94 | * | * | * | * | * | * | 118 | 97 |
| 11:00 | * | * | * | * | 66 | 57 | 76 | 68 | * | * | * | * | * | * | 71 | 62 |
| Total Day | 0 | 0 | 0 | 0 | 7436 | 7455 | 7529 | 7556 | 0 | 0 | 0 | 0 | 0 | 0 | 7481 | 7505 |
| AM Peak Vol. | | | | | 07:00 | 07:00 | 07:00 | 08:00 | | | | | | | 07:00 | 07:00 |
| PM Peak Vol. | | | | | 17:00 | 17:00 | 16:00 | 16:00 | | | | | | | 17:00 | 17:00 |
| Comb. Total | 0 | | 0 | | 14891 | | 15085 | | 0 | | 0 | | 0 | | 14986 | |

| | | | | | | | | | |
|-------------|---|---|-------|-------|---|---|---|---|-------|
| Comb. Total | 0 | 0 | 14891 | 15085 | 0 | 0 | 0 | 0 | 14986 |
|-------------|---|---|-------|-------|---|---|---|---|-------|

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #14
 Tube Layout: L6 Basic (2')

Page 1

Station ID:
 Site Code: 118
 Date Start: 23-Sep-09
 Date End: 24-Sep-09
 Plymouth St (106),east of Indian Path Rd

| Start Time | 21-Sep-09 Mon | 22-Sep-09 Tue | 23-Sep-09 Wed | 24-Sep-09 Thu | 25-Sep-09 Fri | 26-Sep-09 Sat | 27-Sep-09 Sun | Week Average |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|---------------|
| 12:00 AM | * | * | 59 | 66 | * | * | * | 62 |
| 01:00 | * | * | 34 | 40 | * | * | * | 37 |
| 02:00 | * | * | 22 | 32 | * | * | * | 27 |
| 03:00 | * | * | 29 | 25 | * | * | * | 27 |
| 04:00 | * | * | 86 | 86 | * | * | * | 86 |
| 05:00 | * | * | 229 | 237 | * | * | * | 233 |
| 06:00 | * | * | 591 | 598 | * | * | * | 594 |
| 07:00 | * | * | 1142 | 1136 | * | * | * | 1139 |
| 08:00 | * | * | 1047 | 973 | * | * | * | 1010 |
| 09:00 | * | * | 761 | 852 | * | * | * | 806 |
| 10:00 | * | * | 768 | 804 | * | * | * | 786 |
| 11:00 | * | * | 783 | 770 | * | * | * | 776 |
| 12:00 PM | * | * | 824 | 917 | * | * | * | 870 |
| 01:00 | * | * | 893 | 840 | * | * | * | 866 |
| 02:00 | * | * | 978 | 1014 | * | * | * | 996 |
| 03:00 | * | * | 1169 | 1181 | * | * | * | 1175 |
| 04:00 | * | * | 1246 | 1343 | * | * | * | 1294 |
| 05:00 | * | * | 1324 | 1291 | * | * | * | 1308 |
| 06:00 | * | * | 1049 | 1031 | * | * | * | 1040 |
| 07:00 | * | * | 653 | 670 | * | * | * | 662 |
| 08:00 | * | * | 493 | 449 | * | * | * | 471 |
| 09:00 | * | * | 373 | 371 | * | * | * | 372 |
| 10:00 | * | * | 215 | 215 | * | * | * | 215 |
| 11:00 | * | * | 123 | 144 | * | * | * | 134 |
| Total Percentage | 0 0.0% | 0 0.0% | 14891 99.4% | 15085 100.7% | 0 0.0% | 0 0.0% | 0 0.0% | 14986 |
| AM Peak Vol. | | | 07:00 1142 | 07:00 1136 | | | | 07:00 1139 |
| PM Peak Vol. | | | 17:00 1324 | 16:00 1343 | | | | 17:00 1308 |

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Page 1

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #14
 Tube Layout: L6 Basic (2')

Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

Plymouth St (106),east of Indian Path Rd

WB

| Start Time | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|-----|-----|------|------|------|----|----|----|----|----|----|----|-----|-------|
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | | | |
| 09/23/09 | 0 | 0 | 0 | 0 | 3 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| 01:00 | 0 | 0 | 0 | 0 | 2 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 02:00 | 0 | 0 | 0 | 0 | 2 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 03:00 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 5 | 34 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 23 | 71 | 42 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 06:00 | 10 | 0 | 2 | 11 | 72 | 155 | 49 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 |
| 07:00 | 32 | 1 | 3 | 34 | 222 | 300 | 69 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 667 |
| 08:00 | 28 | 24 | 51 | 121 | 151 | 156 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 580 |
| 09:00 | 14 | 0 | 3 | 28 | 117 | 153 | 52 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 372 |
| 10:00 | 15 | 0 | 2 | 13 | 96 | 187 | 49 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 369 |
| 11:00 | 10 | 0 | 1 | 7 | 114 | 204 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 384 |
| 12 PM | 22 | 0 | 1 | 7 | 72 | 216 | 72 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 396 |
| 13:00 | 21 | 1 | 3 | 13 | 114 | 208 | 74 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 441 |
| 14:00 | 31 | 14 | 34 | 81 | 144 | 157 | 42 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 509 |
| 15:00 | 32 | 1 | 2 | 12 | 111 | 262 | 78 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 |
| 16:00 | 35 | 2 | 2 | 21 | 106 | 301 | 101 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 571 |
| 17:00 | 43 | 0 | 0 | 21 | 130 | 321 | 101 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 625 |
| 18:00 | 21 | 1 | 1 | 6 | 145 | 255 | 69 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 503 |
| 19:00 | 13 | 0 | 2 | 4 | 86 | 171 | 37 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 317 |
| 20:00 | 3 | 0 | 0 | 3 | 75 | 127 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| 21:00 | 3 | 0 | 2 | 0 | 43 | 102 | 40 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 191 |
| 22:00 | 0 | 0 | 0 | 3 | 24 | 67 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 23:00 | 0 | 0 | 0 | 0 | 11 | 34 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| Total | 333 | 44 | 109 | 389 | 1870 | 3510 | 1080 | 94 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 7436 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 31 MPH |
| | 50th Percentile : | 37 MPH |
| | 85th Percentile : | 41 MPH |
| | 95th Percentile : | 44 MPH |
| | Mean Speed(Average) : | 35 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 5380 |
| | Percent in Pace : | 72.4% |
| | Number of Vehicles > 35 MPH : | 4691 |
| | Percent of Vehicles > 35 MPH : | 63.1% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #14
Tube Layout: L6 Basic (2')

Page 2

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),east of Indian Path Rd

WB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|-----|-----|------|------|------|----|----|----|----|----|----|----|-----|-------|
| 09/24/09 | 0 | 0 | 0 | 0 | 3 | 18 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 01:00 | 0 | 0 | 0 | 1 | 2 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 02:00 | 0 | 0 | 0 | 1 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 03:00 | 0 | 0 | 0 | 0 | 2 | 9 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:00 | 0 | 0 | 2 | 0 | 6 | 28 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 05:00 | 0 | 0 | 0 | 0 | 22 | 94 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 06:00 | 19 | 0 | 3 | 12 | 75 | 145 | 50 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| 07:00 | 35 | 2 | 3 | 40 | 205 | 326 | 59 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 672 |
| 08:00 | 43 | 25 | 58 | 113 | 108 | 121 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 503 |
| 09:00 | 17 | 0 | 6 | 16 | 115 | 229 | 58 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 444 |
| 10:00 | 19 | 1 | 25 | 17 | 99 | 177 | 62 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 404 |
| 11:00 | 15 | 0 | 3 | 20 | 65 | 179 | 80 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 371 |
| 12 PM | 21 | 0 | 0 | 4 | 105 | 211 | 86 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 437 |
| 13:00 | 26 | 3 | 1 | 14 | 97 | 188 | 83 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 417 |
| 14:00 | 35 | 11 | 27 | 89 | 143 | 138 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 476 |
| 15:00 | 36 | 0 | 1 | 24 | 147 | 260 | 86 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 558 |
| 16:00 | 40 | 2 | 3 | 18 | 169 | 309 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 625 |
| 17:00 | 42 | 0 | 0 | 10 | 134 | 299 | 92 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 583 |
| 18:00 | 20 | 0 | 0 | 6 | 103 | 261 | 73 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 469 |
| 19:00 | 11 | 0 | 0 | 3 | 102 | 183 | 57 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 360 |
| 20:00 | 4 | 0 | 0 | 7 | 60 | 132 | 37 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 245 |
| 21:00 | 2 | 0 | 0 | 6 | 37 | 100 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 22:00 | 2 | 0 | 0 | 0 | 22 | 63 | 26 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 121 |
| 23:00 | 1 | 0 | 0 | 1 | 15 | 34 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| Total | 388 | 44 | 132 | 402 | 1838 | 3524 | 1110 | 82 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 7529 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 31 MPH |
| | 50th Percentile : | 37 MPH |
| | 85th Percentile : | 41 MPH |
| | 95th Percentile : | 44 MPH |
| | Mean Speed(Average) : | 35 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 5362 |
| | Percent in Pace : | 71.2% |
| | Number of Vehicles > 35 MPH : | 4725 |
| | Percent of Vehicles > 35 MPH : | 62.8% |

| | | | | | | | | | | | | | | | |
|-------------|--------------------------------|-----------|-----|-----|------|------|------|-----|----|---|---|---|---|---|-------|
| Grand Total | 721 | 88 | 241 | 791 | 3708 | 7034 | 2190 | 176 | 11 | 3 | 1 | 0 | 0 | 1 | 14965 |
| Overall | | | | | | | | | | | | | | | |
| Overall | | | | | | | | | | | | | | | |
| Overall | 15th Percentile : | 31 MPH | | | | | | | | | | | | | |
| | 50th Percentile : | 37 MPH | | | | | | | | | | | | | |
| | 85th Percentile : | 41 MPH | | | | | | | | | | | | | |
| | 95th Percentile : | 44 MPH | | | | | | | | | | | | | |
| | Mean Speed(Average) : | 35 MPH | | | | | | | | | | | | | |
| | 10 MPH Pace Speed : | 31-40 MPH | | | | | | | | | | | | | |
| | Number in Pace : | 10742 | | | | | | | | | | | | | |
| | Percent in Pace : | 71.8% | | | | | | | | | | | | | |
| | Number of Vehicles > 35 MPH : | 9416 | | | | | | | | | | | | | |
| | Percent of Vehicles > 35 MPH : | 62.9% | | | | | | | | | | | | | |

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Page 3

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #14
 Tube Layout: L6 Basic (2')

Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

Plymouth St (106),east of Indian Path Rd

EB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|----|-----|------|------|-----|----|----|----|----|----|----|----|-----|-------|
| 09/23/09 | 0 | 0 | 0 | 4 | 8 | 12 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 01:00 | 0 | 0 | 0 | 0 | 5 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 02:00 | 0 | 0 | 0 | 0 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:00 | 0 | 0 | 0 | 1 | 3 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:00 | 0 | 0 | 0 | 0 | 5 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 05:00 | 2 | 0 | 0 | 1 | 19 | 47 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 06:00 | 10 | 0 | 0 | 7 | 83 | 150 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 283 |
| 07:00 | 35 | 1 | 5 | 21 | 147 | 238 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 475 |
| 08:00 | 38 | 1 | 27 | 115 | 151 | 118 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 467 |
| 09:00 | 21 | 1 | 5 | 16 | 122 | 186 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 389 |
| 10:00 | 19 | 0 | 2 | 12 | 147 | 187 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 399 |
| 11:00 | 12 | 2 | 3 | 17 | 129 | 197 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 399 |
| 12 PM | 31 | 1 | 3 | 25 | 144 | 191 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 428 |
| 13:00 | 34 | 0 | 3 | 21 | 162 | 185 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 452 |
| 14:00 | 44 | 0 | 18 | 59 | 175 | 159 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 469 |
| 15:00 | 48 | 12 | 14 | 50 | 237 | 267 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 665 |
| 16:00 | 48 | 2 | 9 | 39 | 234 | 293 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 675 |
| 17:00 | 51 | 3 | 4 | 59 | 180 | 364 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 699 |
| 18:00 | 34 | 1 | 5 | 19 | 136 | 303 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 546 |
| 19:00 | 12 | 0 | 0 | 9 | 128 | 168 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 336 |
| 20:00 | 7 | 0 | 0 | 5 | 115 | 88 | 26 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 243 |
| 21:00 | 7 | 0 | 0 | 5 | 50 | 104 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| 22:00 | 0 | 0 | 0 | 1 | 23 | 51 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 23:00 | 0 | 0 | 0 | 2 | 9 | 34 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 57 |
| Total | 453 | 24 | 98 | 488 | 2417 | 3373 | 564 | 32 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 7455 |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 31 MPH |
| | 50th Percentile : | 36 MPH |
| | 85th Percentile : | 40 MPH |
| | 95th Percentile : | 43 MPH |
| | Mean Speed(Average) : | 34 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 5790 |
| | Percent in Pace : | 77.7% |
| | Number of Vehicles > 35 MPH : | 3975 |
| | Percent of Vehicles > 35 MPH : | 53.3% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 4

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #14
Tube Layout: L6 Basic (2')

Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

Plymouth St (106),east of Indian Path Rd

EB

| Start Time | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|--------------|------------|-----------|------------|------------|-------------|-------------|------------|-----------|----------|----------|----------|----------|----------|----------|-------------|-------|
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | |
| 09/24/09 | 0 | 0 | 0 | 0 | 8 | 18 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 01:00 | 0 | 0 | 0 | 0 | 6 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 02:00 | 0 | 0 | 0 | 0 | 5 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 19 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:00 | 0 | 0 | 0 | 0 | 4 | 14 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 05:00 | 0 | 0 | 0 | 0 | 23 | 49 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 06:00 | 19 | 1 | 1 | 9 | 89 | 149 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 293 |
| 07:00 | 32 | 3 | 8 | 30 | 149 | 218 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 464 |
| 08:00 | 28 | 4 | 32 | 118 | 168 | 109 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 470 |
| 09:00 | 22 | 0 | 0 | 15 | 161 | 179 | 27 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 408 |
| 10:00 | 25 | 0 | 1 | 11 | 112 | 206 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| 11:00 | 20 | 0 | 0 | 5 | 105 | 222 | 45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 399 |
| 12 PM | 29 | 1 | 5 | 18 | 139 | 227 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 480 |
| 13:00 | 30 | 18 | 2 | 22 | 121 | 190 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 423 |
| 14:00 | 52 | 15 | 33 | 96 | 181 | 141 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 538 |
| 15:00 | 44 | 6 | 12 | 61 | 238 | 239 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 623 |
| 16:00 | 47 | 2 | 8 | 77 | 354 | 219 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 718 |
| 17:00 | 57 | 0 | 3 | 35 | 280 | 308 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 708 |
| 18:00 | 29 | 0 | 6 | 19 | 190 | 287 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 562 |
| 19:00 | 18 | 0 | 2 | 9 | 116 | 154 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 310 |
| 20:00 | 6 | 0 | 0 | 6 | 59 | 113 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 |
| 21:00 | 5 | 0 | 0 | 5 | 58 | 96 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 22:00 | 4 | 0 | 0 | 0 | 24 | 52 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 23:00 | 1 | 0 | 1 | 2 | 12 | 39 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| Total | 468 | 50 | 114 | 538 | 2603 | 3252 | 500 | 26 | 2 | 1 | 0 | 0 | 2 | 0 | 7556 | |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 30 MPH |
| | 50th Percentile : | 36 MPH |
| | 85th Percentile : | 40 MPH |
| | 95th Percentile : | 42 MPH |
| | Mean Speed(Average) : | 34 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 5855 |
| | Percent in Pace : | 77.5% |
| | Number of Vehicles > 35 MPH : | 3783 |
| | Percent of Vehicles > 35 MPH : | 50.1% |

| | | | | | | | | | | | | | | | |
|--------------------|--------------------------------|-----------|-----|------|------|------|------|----|---|---|---|---|---|---|-------|
| Grand Total | 921 | 74 | 212 | 1026 | 5020 | 6625 | 1064 | 58 | 6 | 2 | 1 | 0 | 2 | 0 | 15011 |
| Overall | | | | | | | | | | | | | | | |
| | 15th Percentile : | 31 MPH | | | | | | | | | | | | | |
| | 50th Percentile : | 36 MPH | | | | | | | | | | | | | |
| | 85th Percentile : | 40 MPH | | | | | | | | | | | | | |
| | 95th Percentile : | 42 MPH | | | | | | | | | | | | | |
| | Mean Speed(Average) : | 34 MPH | | | | | | | | | | | | | |
| | 10 MPH Pace Speed : | 31-40 MPH | | | | | | | | | | | | | |
| | Number in Pace : | 11645 | | | | | | | | | | | | | |
| | Percent in Pace : | 77.6% | | | | | | | | | | | | | |
| | Number of Vehicles > 35 MPH : | 7758 | | | | | | | | | | | | | |
| | Percent of Vehicles > 35 MPH : | 51.7% | | | | | | | | | | | | | |

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Page 5

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #14
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 23-Sep-09
 Date End: 24-Sep-09
 Plymouth St (106),east of Indian Path Rd

WB, EB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|-----|-----|------|------|------|-----|----|----|----|----|----|----|-------|-------|
| 09/23/09 | 0 | 0 | 0 | 4 | 11 | 22 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 59 |
| 01:00 | 0 | 0 | 0 | 0 | 7 | 12 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 02:00 | 0 | 0 | 0 | 0 | 7 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 03:00 | 0 | 0 | 0 | 3 | 5 | 13 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 04:00 | 0 | 0 | 0 | 1 | 10 | 49 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 05:00 | 2 | 0 | 0 | 2 | 42 | 118 | 56 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 |
| 06:00 | 20 | 0 | 2 | 18 | 155 | 305 | 81 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 591 |
| 07:00 | 67 | 2 | 8 | 55 | 369 | 538 | 96 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1142 |
| 08:00 | 66 | 25 | 78 | 236 | 302 | 274 | 61 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1047 |
| 09:00 | 35 | 1 | 8 | 44 | 239 | 339 | 88 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 761 |
| 10:00 | 34 | 0 | 4 | 25 | 243 | 374 | 77 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 768 |
| 11:00 | 22 | 2 | 4 | 24 | 243 | 401 | 82 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 783 |
| 12 PM | 53 | 1 | 4 | 32 | 216 | 407 | 105 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 824 |
| 13:00 | 55 | 1 | 6 | 34 | 276 | 393 | 120 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 893 |
| 14:00 | 75 | 14 | 52 | 140 | 319 | 316 | 55 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 978 |
| 15:00 | 80 | 13 | 16 | 62 | 348 | 529 | 113 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1169 |
| 16:00 | 83 | 4 | 11 | 60 | 340 | 594 | 149 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1246 |
| 17:00 | 94 | 3 | 4 | 80 | 310 | 685 | 137 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1324 |
| 18:00 | 55 | 2 | 6 | 25 | 281 | 558 | 116 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1049 |
| 19:00 | 25 | 0 | 2 | 13 | 214 | 339 | 54 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 653 |
| 20:00 | 10 | 0 | 0 | 8 | 190 | 215 | 66 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 493 |
| 21:00 | 10 | 0 | 2 | 5 | 93 | 206 | 56 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 373 |
| 22:00 | 0 | 0 | 0 | 4 | 47 | 118 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| 23:00 | 0 | 0 | 0 | 2 | 20 | 68 | 29 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 123 |
| Total | 786 | 68 | 207 | 877 | 4287 | 6883 | 1644 | 126 | 9 | 2 | 1 | 0 | 0 | 1 | 14891 | |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 31 MPH |
| | 50th Percentile : | 36 MPH |
| | 85th Percentile : | 40 MPH |
| | 95th Percentile : | 44 MPH |
| | Mean Speed(Average) : | 35 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 11170 |
| | Percent in Pace : | 75.0% |
| | Number of Vehicles > 35 MPH : | 8666 |
| | Percent of Vehicles > 35 MPH : | 58.2% |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #14
Tube Layout: L6 Basic (2')

Page 6

Station ID:

Site Code: 118

Date Start: 23-Sep-09

Date End: 24-Sep-09

Plymouth St (106),east of Indian Path Rd

WB, EB

| Start Time | 15 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|-----|-----|------|------|------|-----|----|----|----|----|----|----|-------|-------|
| 09/24/09 | 0 | 0 | 0 | 0 | 11 | 36 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 01:00 | 0 | 0 | 0 | 1 | 8 | 23 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 02:00 | 0 | 0 | 0 | 1 | 7 | 14 | 6 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 32 |
| 03:00 | 0 | 0 | 0 | 0 | 3 | 15 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 04:00 | 0 | 0 | 2 | 0 | 10 | 42 | 29 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| 05:00 | 0 | 0 | 0 | 0 | 45 | 143 | 41 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 06:00 | 38 | 1 | 4 | 21 | 164 | 294 | 74 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 598 |
| 07:00 | 67 | 5 | 11 | 70 | 354 | 544 | 83 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1136 |
| 08:00 | 71 | 29 | 90 | 231 | 276 | 230 | 45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 973 |
| 09:00 | 39 | 0 | 6 | 31 | 276 | 408 | 85 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 852 |
| 10:00 | 44 | 1 | 26 | 28 | 211 | 383 | 104 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 804 |
| 11:00 | 35 | 0 | 3 | 25 | 170 | 401 | 125 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 770 |
| 12 PM | 50 | 1 | 5 | 22 | 244 | 438 | 147 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 917 |
| 13:00 | 56 | 21 | 3 | 36 | 218 | 378 | 120 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 840 |
| 14:00 | 87 | 26 | 60 | 185 | 324 | 279 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1014 |
| 15:00 | 80 | 6 | 13 | 85 | 385 | 499 | 109 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1181 |
| 16:00 | 87 | 4 | 11 | 95 | 523 | 528 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1343 |
| 17:00 | 99 | 0 | 3 | 45 | 414 | 607 | 115 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1291 |
| 18:00 | 49 | 0 | 6 | 25 | 293 | 548 | 104 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1031 |
| 19:00 | 29 | 0 | 2 | 12 | 218 | 337 | 67 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 670 |
| 20:00 | 10 | 0 | 0 | 13 | 119 | 245 | 56 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 449 |
| 21:00 | 7 | 0 | 0 | 11 | 95 | 196 | 55 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 371 |
| 22:00 | 6 | 0 | 0 | 0 | 46 | 115 | 39 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 215 |
| 23:00 | 2 | 0 | 1 | 3 | 27 | 73 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| Total | 856 | 94 | 246 | 940 | 4441 | 6776 | 1610 | 108 | 8 | 3 | 1 | 0 | 2 | 0 | 15085 | |

| | | |
|-------|--------------------------------|-----------|
| Daily | 15th Percentile : | 31 MPH |
| | 50th Percentile : | 36 MPH |
| | 85th Percentile : | 40 MPH |
| | 95th Percentile : | 44 MPH |
| | Mean Speed(Average) : | 34 MPH |
| | 10 MPH Pace Speed : | 31-40 MPH |
| | Number in Pace : | 11217 |
| | Percent in Pace : | 74.4% |
| | Number of Vehicles > 35 MPH : | 8508 |
| | Percent of Vehicles > 35 MPH : | 56.4% |

| | | | | | | | | | | | | | | | |
|-------------|--------------------------------|-----------|-----|------|------|-------|------|-----|----|---|---|---|---|---|-------|
| Grand Total | 1642 | 162 | 453 | 1817 | 8728 | 13659 | 3254 | 234 | 17 | 5 | 2 | 0 | 2 | 1 | 29976 |
| Overall | | | | | | | | | | | | | | | |
| Overall | | | | | | | | | | | | | | | |
| Overall | 15th Percentile : | 31 MPH | | | | | | | | | | | | | |
| | 50th Percentile : | 36 MPH | | | | | | | | | | | | | |
| | 85th Percentile : | 40 MPH | | | | | | | | | | | | | |
| | 95th Percentile : | 44 MPH | | | | | | | | | | | | | |
| | Mean Speed(Average) : | 35 MPH | | | | | | | | | | | | | |
| | 10 MPH Pace Speed : | 31-40 MPH | | | | | | | | | | | | | |
| | Number in Pace : | 22387 | | | | | | | | | | | | | |
| | Percent in Pace : | 74.7% | | | | | | | | | | | | | |
| | Number of Vehicles > 35 MPH : | 17174 | | | | | | | | | | | | | |
| | Percent of Vehicles > 35 MPH : | 57.3% | | | | | | | | | | | | | |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 1

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #14
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),east of Indian Path Rd

WB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|-------------|
| 09/23/09 | 0 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 |
| 01:00 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 |
| 02:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 03:00 | 0 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 |
| 04:00 | 0 | 33 | 23 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 6 |
| 05:00 | 3 | 83 | 51 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 144 | 7 |
| 06:00 | 3 | 194 | 90 | 5 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 307 | 20 |
| 07:00 | 5 | 478 | 152 | 6 | 15 | 5 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 666 | 31 |
| 08:00 | 2 | 404 | 131 | 10 | 19 | 6 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 579 | 42 |
| 09:00 | 1 | 252 | 89 | 8 | 14 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 371 | 29 |
| 10:00 | 7 | 253 | 83 | 2 | 17 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 368 | 25 |
| 11:00 | 2 | 240 | 105 | 4 | 24 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 383 | 36 |
| 12 PM | 3 | 254 | 116 | 5 | 10 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 396 | 23 |
| 13:00 | 10 | 301 | 103 | 2 | 14 | 3 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 441 | 27 |
| 14:00 | 9 | 328 | 125 | 13 | 18 | 9 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 508 | 46 |
| 15:00 | 4 | 341 | 132 | 2 | 16 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 503 | 26 |
| 16:00 | 9 | 376 | 164 | 0 | 10 | 4 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 570 | 21 |
| 17:00 | 6 | 455 | 141 | 1 | 15 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 623 | 21 |
| 18:00 | 17 | 355 | 111 | 3 | 12 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 503 | 20 |
| 19:00 | 3 | 245 | 57 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 316 | 11 |
| 20:00 | 5 | 197 | 42 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 6 |
| 21:00 | 1 | 151 | 35 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 4 |
| 22:00 | 1 | 91 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 1 |
| 23:00 | 0 | 57 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 1 |
| Total | 91 | 5134 | 1794 | 63 | 229 | 48 | 1 | 39 | 22 | 3 | 0 | 0 | 0 | 7424 | 405 |
| Percent | 1.2% | 69.2% | 24.2% | 0.8% | 3.1% | 0.6% | 0.0% | 0.5% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.5% |
| AM Peak Vol. | 10:00 | 07:00 | 07:00 | 08:00 | 11:00 | 08:00 | 06:00 | 08:00 | 08:00 | 07:00 | | | | 07:00 | 08:00 |
| PM Peak Vol. | 18:00 | 17:00 | 16:00 | 14:00 | 14:00 | 14:00 | | | 13:00 | 16:00 | 14:00 | | | 17:00 | 14:00 |
| | | | | | | | | | 5 | 5 | 1 | | | 623 | 46 |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 2

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #14
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),east of Indian Path Rd

WB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|----------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/24/09 01:00 | 0 | 22 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 2 |
| 02:00 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 |
| 03:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 3 |
| 04:00 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 |
| 05:00 | 0 | 30 | 18 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 5 |
| 06:00 | 0 | 82 | 58 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 9 |
| 07:00 | 3 | 192 | 91 | 3 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 305 | 19 |
| 08:00 | 4 | 485 | 151 | 7 | 17 | 2 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 671 | 31 |
| 09:00 | 4 | 341 | 122 | 9 | 14 | 5 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 502 | 35 |
| 10:00 | 5 | 310 | 95 | 6 | 18 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 444 | 34 |
| 11:00 | 5 | 274 | 90 | 6 | 17 | 3 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 404 | 35 |
| 12 PM | 5 | 253 | 90 | 1 | 16 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 370 | 22 |
| 13:00 | 5 | 288 | 117 | 0 | 17 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 437 | 27 |
| 14:00 | 5 | 288 | 106 | 2 | 9 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 417 | 18 |
| 15:00 | 11 | 317 | 113 | 16 | 9 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 474 | 33 |
| 16:00 | 8 | 383 | 139 | 9 | 11 | 3 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 557 | 27 |
| 17:00 | 3 | 434 | 154 | 2 | 21 | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 624 | 33 |
| 18:00 | 7 | 413 | 138 | 1 | 18 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 581 | 23 |
| 19:00 | 6 | 339 | 112 | 2 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 469 | 12 |
| 20:00 | 4 | 268 | 79 | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 359 | 8 |
| 21:00 | 1 | 182 | 58 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 4 |
| 22:00 | 1 | 155 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 0 |
| 23:00 | 1 | 83 | 32 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 4 |
| | 0 | 57 | 14 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 76 | 5 |
| Total | | 78 | 5235 | 1814 | 68 | 215 | 53 | 3 | 32 | 17 | 2 | 0 | 0 | 7517 | 390 |
| Percent | | 1.0% | 69.6% | 24.1% | 0.9% | 2.9% | 0.7% | 0.0% | 0.4% | 0.2% | 0.0% | 0.0% | 0.0% | 5.2% | |
| AM Peak Vol. | 09:00 | 07:00 | 07:00 | 08:00 | 09:00 | 09:00 | 08:00 | 10:00 | 07:00 | 07:00 | | | | 07:00 | 08:00 |
| PM Peak Vol. | 14:00 | 16:00 | 16:00 | 14:00 | 16:00 | 12:00 | 12:00 | 13:00 | 13:00 | 15:00 | | | | 16:00 | 14:00 |
| Grand Total | | 169 | 10369 | 3608 | 131 | 444 | 101 | 4 | 71 | 39 | 5 | 0 | 0 | 14941 | 795 |
| Percent | | 1.1% | 69.4% | 24.1% | 0.9% | 3.0% | 0.7% | 0.0% | 0.5% | 0.3% | 0.0% | 0.0% | 0.0% | 5.3% | |

Old Colony Planning Council
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Page 3

Community: Halifax
 Com #_U/RFC: 118_U5
 Recorder #: Jamar #14
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 23-Sep-09
 Date End: 24-Sep-09
 Plymouth St (106),east of Indian Path Rd

EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/23/09 | 0 | 30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 1 |
| 01:00 | 1 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |
| 02:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| 03:00 | 0 | 13 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 |
| 04:00 | 0 | 13 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 3 |
| 05:00 | 1 | 54 | 22 | 2 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 85 | 8 |
| 06:00 | 1 | 190 | 70 | 7 | 10 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 282 | 21 |
| 07:00 | 6 | 321 | 116 | 7 | 16 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 474 | 31 |
| 08:00 | 2 | 317 | 106 | 11 | 22 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 465 | 40 |
| 09:00 | 4 | 283 | 79 | 3 | 10 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 389 | 23 |
| 10:00 | 1 | 293 | 75 | 1 | 23 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 398 | 29 |
| 11:00 | 4 | 303 | 65 | 2 | 15 | 2 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 398 | 26 |
| 12 PM | 0 | 315 | 92 | 2 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 427 | 20 |
| 13:00 | 1 | 328 | 97 | 5 | 13 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 450 | 24 |
| 14:00 | 6 | 348 | 86 | 6 | 11 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 467 | 27 |
| 15:00 | 4 | 499 | 135 | 2 | 18 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 663 | 25 |
| 16:00 | 8 | 502 | 137 | 2 | 19 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 673 | 26 |
| 17:00 | 4 | 536 | 140 | 0 | 14 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 699 | 19 |
| 18:00 | 7 | 410 | 107 | 0 | 16 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 544 | 20 |
| 19:00 | 7 | 269 | 48 | 2 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 336 | 12 |
| 20:00 | 2 | 194 | 41 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 6 |
| 21:00 | 2 | 152 | 25 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 3 |
| 22:00 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 |
| 23:00 | 1 | 45 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 |
| Total | 62 | 5523 | 1487 | 54 | 226 | 38 | 1 | 18 | 27 | 2 | 0 | 0 | 0 | 7438 | 366 |
| Percent | 0.8% | 74.3% | 20.0% | 0.7% | 3.0% | 0.5% | 0.0% | 0.2% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | | 4.9% |
| AM Peak Vol. | 07:00 | 07:00 | 07:00 | 08:00 | 10:00 | 07:00 | 08:00 | 11:00 | 09:00 | 08:00 | | | | 07:00 | 08:00 |
| PM Peak Vol. | 16:00 | 17:00 | 17:00 | 14:00 | 16:00 | 13:00 | | 18:00 | 14:00 | 16:00 | | | | 17:00 | 14:00 |
| | 8 | 536 | 140 | 6 | 19 | 4 | | 3 | 5 | 1 | | | | 699 | 27 |

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Page 4

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #14
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),east of Indian Path Rd

EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/24/09 | 0 | 32 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 37 | 1 |
| 01:00 | 0 | 18 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 |
| 02:00 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 |
| 03:00 | 0 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 |
| 04:00 | 0 | 21 | 6 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 6 |
| 05:00 | 0 | 55 | 24 | 3 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 88 | 9 |
| 06:00 | 2 | 200 | 72 | 5 | 11 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 293 | 19 |
| 07:00 | 1 | 326 | 107 | 7 | 16 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 463 | 29 |
| 08:00 | 7 | 321 | 108 | 8 | 20 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 469 | 33 |
| 09:00 | 2 | 273 | 104 | 5 | 19 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 408 | 29 |
| 10:00 | 1 | 292 | 84 | 0 | 17 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 400 | 23 |
| 11:00 | 2 | 300 | 76 | 1 | 12 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 398 | 20 |
| 12 PM | 1 | 351 | 99 | 3 | 15 | 6 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 479 | 28 |
| 13:00 | 2 | 312 | 87 | 3 | 10 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 422 | 21 |
| 14:00 | 4 | 405 | 98 | 8 | 18 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 539 | 32 |
| 15:00 | 2 | 475 | 113 | 5 | 15 | 3 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 622 | 32 |
| 16:00 | 3 | 554 | 128 | 6 | 18 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 716 | 31 |
| 17:00 | 9 | 543 | 130 | 3 | 18 | 4 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 710 | 28 |
| 18:00 | 4 | 422 | 113 | 1 | 17 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 561 | 22 |
| 19:00 | 3 | 246 | 56 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 310 | 5 |
| 20:00 | 1 | 157 | 41 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 203 | 4 |
| 21:00 | 1 | 152 | 32 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 188 | 3 |
| 22:00 | 0 | 83 | 8 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 94 | 3 |
| 23:00 | 1 | 55 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 |
| Total | 46 | 5614 | 1508 | 61 | 227 | 41 | 1 | 36 | 14 | 1 | 0 | 0 | 0 | 7549 | 381 |
| Percent | 0.6% | 74.4% | 20.0% | 0.8% | 3.0% | 0.5% | 0.0% | 0.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.0% |
| AM Peak Vol. | 08:00 | 07:00 | 08:00 | 08:00 | 08:00 | 08:00 | | 11:00 | 07:00 | | | | | 08:00 | 08:00 |
| PM Peak Vol. | 17:00 | 16:00 | 17:00 | 14:00 | 14:00 | 12:00 | 16:00 | 15:00 | 12:00 | 17:00 | | | | 16:00 | 14:00 |
| Grand Total | 108 | 11137 | 2995 | 115 | 453 | 79 | 2 | 54 | 41 | 3 | 0 | 0 | 0 | 14987 | 747 |
| Percent | 0.7% | 74.3% | 20.0% | 0.8% | 3.0% | 0.5% | 0.0% | 0.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.0% |

Old Colony Planning Council
70 School Street
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508-583-1833

Page 5

Community: Halifax
Com #_U/RFC: 118_U5
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Station ID:
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Date Start: 23-Sep-09
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Plymouth St (106),east of Indian Path Rd

WB, EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/23/09 | 0 | 48 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 2 |
| 01:00 | 1 | 25 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 |
| 02:00 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 |
| 03:00 | 0 | 21 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 3 |
| 04:00 | 0 | 46 | 31 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 9 |
| 05:00 | 4 | 137 | 73 | 3 | 9 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 229 | 15 |
| 06:00 | 4 | 384 | 160 | 12 | 23 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 589 | 41 |
| 07:00 | 11 | 799 | 268 | 13 | 31 | 10 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 1140 | 62 |
| 08:00 | 4 | 721 | 237 | 21 | 41 | 9 | 1 | 6 | 3 | 1 | 0 | 0 | 0 | 1044 | 82 |
| 09:00 | 5 | 535 | 168 | 11 | 24 | 5 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 760 | 52 |
| 10:00 | 8 | 546 | 158 | 3 | 40 | 6 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 766 | 54 |
| 11:00 | 6 | 543 | 170 | 6 | 39 | 5 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 781 | 62 |
| 12 PM | 3 | 569 | 208 | 7 | 25 | 5 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 823 | 43 |
| 13:00 | 11 | 629 | 200 | 7 | 27 | 7 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 891 | 51 |
| 14:00 | 15 | 676 | 211 | 19 | 29 | 13 | 0 | 4 | 7 | 1 | 0 | 0 | 0 | 975 | 73 |
| 15:00 | 8 | 840 | 267 | 4 | 34 | 6 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 1166 | 51 |
| 16:00 | 17 | 878 | 301 | 2 | 29 | 6 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 1243 | 47 |
| 17:00 | 10 | 991 | 281 | 1 | 29 | 3 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 1322 | 40 |
| 18:00 | 24 | 765 | 218 | 3 | 28 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1047 | 40 |
| 19:00 | 10 | 514 | 105 | 2 | 18 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 652 | 23 |
| 20:00 | 7 | 391 | 83 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 493 | 12 |
| 21:00 | 3 | 303 | 60 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 373 | 7 |
| 22:00 | 1 | 177 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 1 |
| 23:00 | 1 | 102 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 1 |
| Total | 153 | 10657 | 3281 | 117 | 455 | 86 | 2 | 57 | 49 | 5 | 0 | 0 | 0 | 14862 | 771 |
| Percent | 1.0% | 71.7% | 22.1% | 0.8% | 3.1% | 0.6% | 0.0% | 0.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.2% |
| AM Peak | 07:00 | 07:00 | 07:00 | 08:00 | 08:00 | 07:00 | 06:00 | 11:00 | 09:00 | 07:00 | | | | 07:00 | 08:00 |
| Vol. | 11 | 799 | 268 | 21 | 41 | 10 | 1 | 9 | 7 | 1 | | | | 1140 | 82 |
| PM Peak | 18:00 | 17:00 | 16:00 | 14:00 | 15:00 | 14:00 | | 12:00 | 14:00 | 16:00 | | | | 17:00 | 14:00 |
| Vol. | 24 | 991 | 301 | 19 | 34 | 13 | | 5 | 7 | 2 | | | | 1322 | 73 |

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Page 6

Community: Halifax
Com #_U/RFC: 118_U5
Recorder #: Jamar #14
Tube Layout: L6 Basic (2')

Station ID:
Site Code: 118
Date Start: 23-Sep-09
Date End: 24-Sep-09
Plymouth St (106),east of Indian Path Rd

WB, EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|--------------|--------------|--------------|-------|-------------|
| 09/24/09 | 0 | 54 | 9 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 66 | 3 |
| 01:00 | 0 | 35 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 1 |
| 02:00 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 32 | 3 |
| 03:00 | 0 | 19 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 |
| 04:00 | 0 | 51 | 24 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 11 |
| 05:00 | 0 | 137 | 82 | 5 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 237 | 18 |
| 06:00 | 5 | 392 | 163 | 8 | 24 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 598 | 38 |
| 07:00 | 5 | 811 | 258 | 14 | 33 | 5 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 1134 | 60 |
| 08:00 | 11 | 662 | 230 | 17 | 34 | 9 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 971 | 68 |
| 09:00 | 7 | 583 | 199 | 11 | 37 | 9 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 852 | 63 |
| 10:00 | 6 | 566 | 174 | 6 | 34 | 7 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 804 | 58 |
| 11:00 | 7 | 553 | 166 | 2 | 28 | 7 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 768 | 42 |
| 12 PM | 6 | 639 | 216 | 3 | 32 | 12 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 916 | 55 |
| 13:00 | 7 | 600 | 193 | 5 | 19 | 6 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 839 | 39 |
| 14:00 | 15 | 722 | 211 | 24 | 27 | 10 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1013 | 65 |
| 15:00 | 10 | 858 | 252 | 14 | 26 | 6 | 0 | 9 | 3 | 1 | 0 | 0 | 0 | 1179 | 59 |
| 16:00 | 6 | 988 | 282 | 8 | 39 | 8 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 1340 | 64 |
| 17:00 | 16 | 956 | 268 | 4 | 36 | 7 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 1291 | 51 |
| 18:00 | 10 | 761 | 225 | 3 | 25 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1030 | 34 |
| 19:00 | 7 | 514 | 135 | 0 | 10 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 669 | 13 |
| 20:00 | 2 | 339 | 99 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 448 | 8 |
| 21:00 | 2 | 307 | 58 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 370 | 3 |
| 22:00 | 1 | 166 | 40 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 214 | 7 |
| 23:00 | 1 | 112 | 26 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 144 | 5 |
| Total | 124 | 10849 | 3322 | 129 | 442 | 94 | 4 | 68 | 31 | 3 | 0 | 0 | 0 | 15066 | 771 |
| Percent | 0.8% | 72.0% | 22.0% | 0.9% | 2.9% | 0.6% | 0.0% | 0.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.1% |
| AM Peak Vol. | 08:00 | 07:00 | 07:00 | 08:00 | 09:00 | 08:00 | 08:00 | 10:00 | 07:00 | 07:00 | | | | 07:00 | 08:00 |
| PM Peak Vol. | 17:00 | 16:00 | 16:00 | 14:00 | 16:00 | 12:00 | 12:00 | 15:00 | 12:00 | 15:00 | | | | 16:00 | 14:00 |
| Grand Total | 277 | 21506 | 6603 | 246 | 897 | 180 | 6 | 125 | 80 | 8 | 0 | 0 | 0 | 29928 | 1542 |
| Percent | 0.9% | 71.9% | 22.1% | 0.8% | 3.0% | 0.6% | 0.0% | 0.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | 5.2% |

Crosswalks

Installing Crosswalks

Crosswalks are typically installed at intersections where pedestrian delineation proves beneficial. At non-intersection locations, crosswalks should only be added when there is both a significant pedestrian presence and after an engineering study deems it safe.



Continental Crosswalk Markings (Source: www.pedbikeimages.org)



For more information contact:
MassHighway
Traffic Engineering
(617) 973-8484

Last Revised:
January 2008

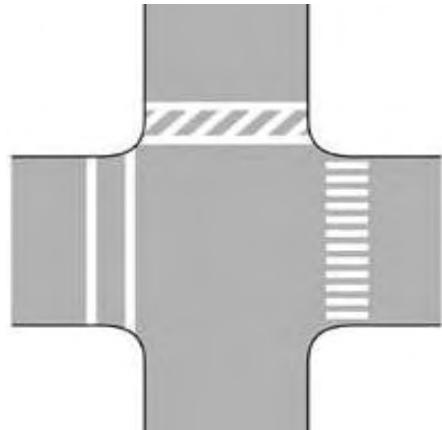
Background

In 2006, pedestrians accounted for fourteen percent of total roadway fatalities in Massachusetts. Nationwide there were 4,784 pedestrian fatalities accounting for eleven percent of all roadway fatalities. Based upon these statistics, pedestrian accommodation should be a critical element of transportation safety, and, in fact, is required under Massachusetts General Law. One common practice for accommodating pedestrians is the use of crosswalks.

Roadways must accommodate a wide variety of pedestrians who behave differently and have a variety of physical, cognitive, and sensory abilities. From a crossing perspective, this is important as some pedestrians may require more time to cross a street and desire more predictable surfaces. Similarly, pedestrians who are visually impaired may require audible and tactile cues. Pedestrians using wheelchairs may cross the street more quickly, but are also more difficult to see from a vehicle.

Design of a Crosswalk

Crosswalk markings provide guidance for pedestrians who are crossing roadways. Minimally, crosswalks must consist of two parallel lines that shall not be less than 6 inches or greater than 24 inches in width. The crosswalk should have a width of no less than six feet.



Source: MUTCD

For added visibility additional marking opportunities exist. For example, the preferred type of crosswalk marking in many municipalities is the ladder, or "continental" pattern consisting of white longitudinal lines parallel to traffic flow, however "zebra" (diagonal) striping may also be used. Longitudinal or diagonal lines should be 12 to 24 inches wide and spaced 12 to 60 inches apart. Crosswalk markings should be spaced so that the lines are not in wheel paths. In addition, the spacing should not exceed 2.5 times the width of the lines. See the [Manual on Uniform Traffic Control Devices \(MUTCD Section 3B.17\)](#) for more information.



Crosswalks

When to Install Crosswalks

Crosswalks should be marked at all intersections with substantial conflicts between vehicles and pedestrians, as well as at other appropriate points of pedestrian concentration, including non-intersection locations with a significant pedestrian presence. As per the [MUTCD Section 3B.17](#), an engineering study should be performed before installing marked crosswalks away from traffic signals or STOP signs. Warning signs should be installed at non-intersection crosswalks, and added visibility should be provided through parking prohibitions on the crosswalk approaches. Worth noting is that some municipalities have established quantitative guidelines (e.g., number of pedestrians per some specified time period) for installing crosswalks at non-intersection locations.



Pedestrian Crossing
Warning Sign

Crosswalks at Intersections

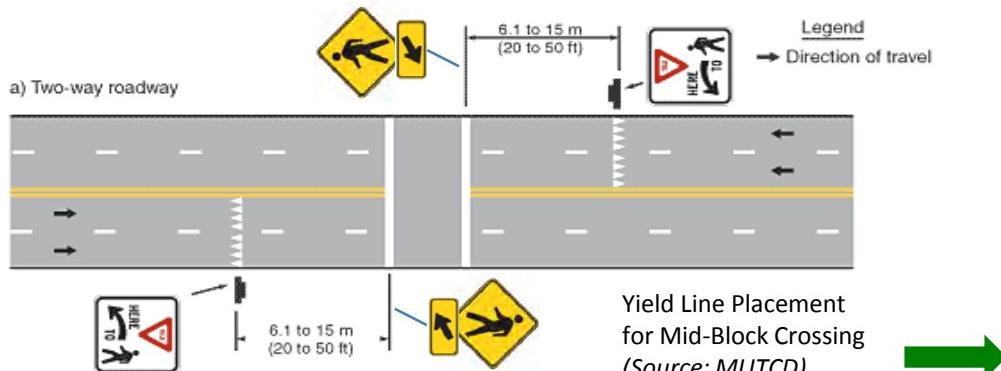
Crosswalks should be marked at intersections when they:

- Help pedestrians find their way across a complex intersection;
- Show pedestrians a safe route across traffic;
- Minimize exposure to motor vehicles, bicycles, and traffic conflicts; and
- Position pedestrians where they can best be seen by oncoming traffic.

Crosswalks located at intersections should be no more than 26 feet from the edge of the intersection. When crosswalks are located on a street with a stop line or with traffic signals, there should be a minimum spacing of 4 feet between the outer edge of the crosswalk and the nearest edge of the stop bar.

Non-Intersection Crosswalks

At non-intersection locations, in addition to the crosswalk markings, yield lines may be used to indicate the point at which vehicles should yield to pedestrians. Yield lines consist of solid white isosceles triangles pointing toward approaching vehicles and extend across the approach lane. The individual triangles have a base 12 to 24 inches wide and a height of 1.5 times the base, and are spaced 3 to 12 inches apart. If used, yield lines should be placed next to a "Yield Here to Pedestrians" (R1-5) sign. Please see [MUTCD Section 3B.16](#) for additional details at these locations.



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Crosswalks



Post-mounted Regulatory
Pedestrian Sign
(Source: MassHighway
Traffic Engineering)



Unsignalized Pedestrian
Crossing Sign
(Source: MUTCD)

Pedestrian Laws and Regulations

- Massachusetts General Law (MGL) Chapter 89, Section 11 requires, among other things, that when traffic control signals are not in place or not in operation the driver of a vehicle shall yield the right of way to a pedestrian crossing the roadway within a marked crosswalk;
- Regulations promulgated under [MGL Chapter 90, Section 18A](#), by MassHighway, require every pedestrian crossing a roadway at any point other than a marked crosswalk shall yield the right-of-way to all vehicles upon the roadway;
- As per the [MUTCD Section 2B.12](#) in-street pedestrian crossing signage shall not be used at signalized intersections, and if it is placed in the roadway the sign support shall comply with the breakaway requirements.

Crosswalk Enhancements on Local Roadways

Raised Crosswalks

Raised crosswalks bring the roadway up to the level of the sidewalk at the crosswalk. They improve the visibility of the crosswalk and pedestrian, and by acting as a speed hump they can be effective at reducing vehicle speeds.

In-Roadway Warning Lights

In-roadway warning lights are amber lights embedded in the roadway on both sides of a crosswalk that begin flashing when activated by a pedestrian, thereby alerting drivers that a pedestrian is in the vicinity of the crosswalk.

Roadway Lighting

Although street lighting provides a benefit at many locations, it is particularly beneficial at crosswalks where lighting increases the visibility of pedestrians to passing motorists.

Refuge Islands and/or Medians

The addition of refuge islands and/or medians may be an effective design technique that affords pedestrians the opportunity to cross a roadway in stages.

Resources

The Manual on Uniform Traffic Control Devices (MUTCD)

Published by the FHWA, the MUTCD defines the standards used by transportation professionals nationwide to install and maintain traffic control devices on all streets and highways. The most recent version (2003) can be found at <http://mutcd.fhwa.dot.gov/>

The Pedestrian and Bicycle Information Center (PBIC)

The PBIC is a national clearinghouse for information about health, safety, engineering, advocacy, education, enforcement, access, and mobility for pedestrians and bicyclists. Information can be found at <http://www.walkinginfo.org/index.cfm>



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Low Cost Non-Intersection Safety Improvements

Research Has Shown...

Post mounted delineators and chevrons can reduce run-off road crashes by up to 58% and 31%, respectively. (*Source: Low Cost Local Road Safety Solutions by American Traffic Safety Services Association and National Association of County Engineers*)

Background

In 2006, there were 430 fatalities in vehicular crashes in Massachusetts with over half of these fatalities occurring at non-intersection locations. As a result, targeting safety at these non-intersection locations has been the focus of safety-related projects at all levels; however, it is often at the local level where the most significant impacts are realized. This fact sheet provides insight regarding low cost safety fixes for non-intersection crash locations. Recognizing that resources are often limited, an emphasis is provided on the identification of strategies that will yield effective results which are easily implemented from both a time and cost perspective.

Low Cost Safety Countermeasure Development

When attempting to improve safety at non-intersection locations consider some general strategies such as the following:

- Identify crash countermeasures that are likely to influence crashes based upon the dominant crash type.
- Select alternatives, assess the economic costs, and implement the appropriate countermeasure(s).
- Evaluate countermeasures to ensure no adverse consequences occur during and after implementation.

Countermeasure Considerations

Technically feasible – Is the countermeasure feasible for the particular location? Does it comply with existing guidelines and/or standards?

Advantageous Cost/Benefit – Does the benefit of the countermeasure outweigh the costs? Are there more cost-effective strategies to consider?

Affordable and Practical – Is the countermeasure practical considering the identified problem? Can it be funded?

Acceptable – Will the public accept the countermeasure politically and within the community? Will there be educational needs for the public?

Legal – Is the countermeasure legal to use? For example, speed limits are regularly revised without proper authorization, and STOP signs are used without meeting the appropriate MUTCD warrants.

Compatible with other roadway features – Does the countermeasure disrupt other safety features, which may result in unintended consequences?



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Massachusetts Traffic Safety Toolbox Series

Low Cost Non-Intersection Safety Improvements

Although large-scale treatments can be used, there are also many effective low cost countermeasures that can be implemented. This fact sheet targets some of the common safety challenges at non-intersection locations, and places an emphasis on identifying low-cost improvements that could likely be implemented in a short timeframe (i.e., less than a year). Although several definitions exist for low cost improvements, such as the FHWA definition of less than \$50,000, the information below is based upon treatments under \$15,000.

| Identified Safety Challenge | Potential Countermeasures |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Horizontal curve issues | <ul style="list-style-type: none"> • Provide advance warning signage. • Add chevrons along the curve. • Add embedded pavement markings and enhanced curve delineation. • Add roadside reflectors to delineate curves. • Increase/add pavement markings to provide 6-inch centerlines and/or edgelines. |
| Sight distance issues | <ul style="list-style-type: none"> • Trim or clear trees or bushes obstructing various access points or existing signage. • Add warning signs advising of potential hazards. |
| Run-off-road crashes at known location | <ul style="list-style-type: none"> • Enhance delineation through improved pavement markers or roadside reflectors. • Provide adequate clear zone to minimize crash consequences. • Add guard rail to limit roadway departures. |
| Edge drop-off | <ul style="list-style-type: none"> • Add and maintain fill to prevent drop-off at roadside which limits vehicle ability to re-enter the roadway upon departure. • Identify drop-off cause (e.g., drainage) and improve. |
| Drainage-related issues | <ul style="list-style-type: none"> • Ensure adequate drainage . • Clear/clean catch basins with regularity. |
| Weather-related crashes | <ul style="list-style-type: none"> • Alter or increase winter weather treatment program. • Utilize warning signs to identify possible hazardous locations for motorists. • Employ changeable message signs to alert motorists of winter weather conditions. |
| Pedestrian crossings | <ul style="list-style-type: none"> • Adequately mark with advance signage and yield lines any non-intersection pedestrian crosswalks. |



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Low Cost Non-Intersection Safety Improvements

| Identified Safety Challenge | Potential Countermeasures |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Maintenance issues | <ul style="list-style-type: none"> • Clear brush which may inhibit roadway operations or obstruct existing roadway signage. • Sweep roadways and shoulders regularly. • Fill roadway cracks and potholes. • Replace worn pavement markings and faded signs. |
| Tree or utility pole crashes | <ul style="list-style-type: none"> • Relocate or remove existing trees or poles in problematic locations. • Add reflectors to trees or poles. • Add guard rail shielding existing trees or poles. |
| Speed-related crashes | <ul style="list-style-type: none"> • Ensure roadways are properly posted in accordance with existing speed regulations (check with MassHighway for existing regulations). • Consider traffic calming measures to reduce speeds. • Consider experimental optical speed measures. • Restripe to provide narrower lanes. • Ensure regular enforcement of appropriate speed limits. |
| Parking | <ul style="list-style-type: none"> • Restrict parking at selected locations including constrained cross-section, near intersections, and on the approaches to pedestrian crosswalks. |
| Passing issues | <ul style="list-style-type: none"> • Restrict and enforce passing when adequate passing sight distance is not provided. |

Resources

NCHRP 500 Series – Implementation of AASHTO Strategic Highway Safety Plan

This series of guidebooks provides recommendations and countermeasures aimed at targeting specific safety problems along roadways, and is found at <http://safety.transportation.org/guides.aspx>

Massachusetts Traffic Safety Toolbox Series

This series of fact sheets provides information on safety improvements that can be implemented at the local level. Information on problem areas, possible countermeasures, and implementation considerations is included in each fact sheet which can be found at www.mass.gov/mhd/safetytoolbox/



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Massachusetts Traffic Safety Toolbox Series

Sight Distance

Did You Know?

The Federal Highway Administration reports that crash rates tend to increase as the available sight distance decreases.

Background

According to the [American Association of State Highway and Transportation Officials \(AASHTO\)](#), the ability of a driver to see ahead on the roadway is of paramount importance for the safe and efficient operation of a vehicle. In general, sight distance refers to the driver's line of sight. Insufficient sight distance is a significant factor in roadway crashes and many other near collisions.

Sight distance can be categorized into various types: (1) *stopping sight distance (SSD)*, (2) *decision sight distance (DSD)*, (3) *passing sight distance (PSD)*, and (4) *intersection sight distance (ISD)*. Each of these sight distances considers the reaction time of the driver and the subsequent time to complete the associated task (e.g., stopping, slowing, or maneuvering). Although summaries of these sight distance values are provided in this fact sheet, the actual formulas and figures used to determine these values should be obtained from AASHTO's *A Policy on Geometric Design of Highways and Streets* (AASHTO Green Book).

Stopping Sight Distance

Stopping sight distance is calculated as the sum of (1) the distance a vehicle travels from the instant a driver sees an object necessitating a stop until the instant the brakes are applied, and (2) the distance required to actually stop the vehicle once the brakes are applied. In roadway design, the SSD is used to determine if drivers will have sufficient time to stop. Specifically, SSD is affected by both horizontal and vertical curves in a roadway's alignment.



Source : Iowa State University Center for Transportation Research and Education
- *Handbook of Simplified Practice for Traffic Studies*

It is important to understand the SSD available along roadways to determine if motorists are being afforded sufficient time to stop their vehicle. In the event that appropriate SSD is not available there are various countermeasures that can be considered. For example, one countermeasure that could improve conditions immediately is the trimming of brush that obstructs sight lines. Longer-term solutions may include geometric changes in horizontal and vertical curves.



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Sight Distance

Decision Sight Distance

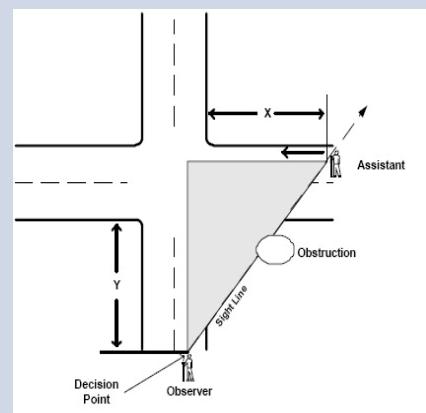
Decision sight distance (DSD) refers to the sight distance needed for a driver to (1) detect an unexpected or difficult-to-perceive condition in a roadway environment, (2) recognize the threat condition, (3) select an appropriate speed and path, and (4) initiate and complete the maneuver safely and efficiently. Some common examples of DSD on the roadway include the distance required to slow down for a turn, a merge, a lane drop, or an exit. It is important to consider DSD at locations where drivers may require additional time or distance due to complex driving situations. Because DSD is a greater distance than SSD, advance warning signs of an upcoming maneuver or required action may be warranted.

Passing Sight Distance

Passing sight distance (PSD) is the length of roadway needed to complete a normal passing maneuver. PSD is the distance required to make a decision, react, pass, and rejoin the traffic stream. A calculation of PSD helps to determine if sufficient distance is available to allow for a passing zone to be installed or to determine if a current passing zone actually affords motorists sufficient distance and time to complete a passing maneuver.

Intersection Sight Distance

Intersection sight distance (ISD) refers to the line of sight between a driver on a roadway and a vehicle attempting to enter from a side street or driveway. This value is critical in determining where driveways or other access points should be located, or what traffic control devices are necessary, to ensure that adequate ISD is provided. ISD is easily measured in the field, and information on this procedure can be found in the AASHTO Green Book.



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Sight Distance

PSD should be periodically re-evaluated to determine if adequate sight distance is provided per the AASHTO Green Book. Passing zones should be removed or adjusted when adequate PSD can not be provided

Countermeasures for Improving or Mitigating Sight Distance

A simple and relatively low cost and quick solution can be trimming trees, bushes, and plants within the right of way. Without disturbing private property or historic sites, one possible approach is to take annual visits around town and trim overhanging branches or trim bushes that affect the driver's line of sight. On private property, a respectful conversation with residents or property owners can often result in permission to trim on private property.

Utilizing traffic signs can also be an effective strategy. Signage can be added to alert drivers of an upcoming situation that is out of sight distance range. For example, adding a turn ahead or railroad grade crossing sign can help mitigate limitations in available sight distance. Also consider that some signs may inhibit sight distance so removing unnecessary signs that interfere with sight distance can also be effective.



Turn Ahead
Warning Sign
(Source MUTCD)

Another option that may help mitigate sight distance would be the establishment of an advisory speed. Although an advisory speed plaque does not guarantee that a driver will slow down, it may alert the driver that this section of roadway could be hazardous. Please note that these speeds are not enforceable, and advisory speed plaques should be mounted with the warning sign it is intended to supplement.



Sample Advisory
Speed Plaque
(W13-1)
(Source MUTCD)

Altering the roadway or intersection itself may be a long-term, higher-cost countermeasure that may improve sight distance.



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Resources

A Policy on Geometric Design of Highways and Streets

The AASHTO Policy, also known as the AASHTO "Green Book", is based upon established design practices, and is intended to provide guidance in roadway design. This document is available for purchase through AASHTO at <https://bookstore.transportation.org/>

Massachusetts Traffic Safety Toolbox Series

This series of fact sheets provides information on safety improvements that can be implemented at the local level. Information on problem areas, possible countermeasures, and implementation considerations is included in each fact sheet which can be found at www.mass.gov/mhd/safetytoolbox/

Massachusetts Traffic Safety Toolbox Series

Retroreflectivity

Background

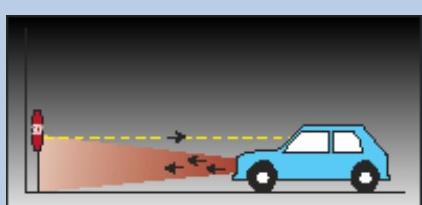
According to the Federal Highway Administration (FHWA), while only 25 percent of travel occurs at night, more than half of traffic fatalities occur during nighttime hours. In Massachusetts, nearly half of all fatal crashes occur during the nighttime. Poor visibility may be a contributing factor in nighttime crashes. Headlights and roadway lighting help to illuminate the roadway, but are often not enough to meet the needs of nighttime drivers. For this reason, FHWA recommends the use of retroreflective traffic control devices so that at night a driver can see a sign or pavement marking sooner and can then take appropriate actions.

Retroreflective Signs and Pavement Markings

Retroreflective materials used on signs, pavement markings, and other traffic control devices can provide additional visual cues on wet pavements and in the nighttime driving environment helping to meet the needs of nighttime drivers. Retroreflective materials, which use small glass beads and microprismatic reflectors mixed into the paint, have the ability to reflect light and enable a vehicle operator to see traffic control devices more easily at night. The [Manual on Uniform Traffic Control Devices \(MUTCD\)](#) states that all signs and pavement markings shall be retroreflective or have adequate ambient lighting. Fortunately, most traffic signs and pavement markings use retroreflective technology.

Retroreflective paint can be useful and effective and can be used in nearly all instances to reflect a vehicle's headlights thus adding conspicuity. According to the MUTCD, pavement markings shall be installed with the proper retroreflective color as per [Section 3A.04](#). Similarly, all regulatory, warning, and guide signs must use retroreflective or other illuminating materials displaying the same color during both night and day, unless specifically stated otherwise in the [MUTCD Section 2A.11](#). Additionally, it is important to note that the installation procedure is critical in order to obtain the full benefit of retroreflective materials. For example, the height and lateral placement of a sign are critical components of the installation. Please see the MUTCD for additional information regarding the installation procedures of retroreflective signs.

As shown in the adjacent picture, the headlight from a vehicle shines on a retroreflective sign and the message on the sign bounces back to the driver.



Source: FHWA

Did You Know?

The FHWA estimates that up to half of the 58 million traffic signs in the U.S. are beyond their useful lifespan (estimated at 10 years) from a retroreflectivity standpoint.



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Retroreflectivity



Retroreflective STOP

Sign (Source:
minimumreflectivity.org)

Measuring Retroreflectivity

As of January 2008, the FHWA has established guidelines for maintaining minimum retroreflectivity levels on traffic signs, which are available in the online version of the MUTCD in [Section 2A.09](#). Signage that does not provide adequate retroreflectivity should be upgraded. In the field, retroreflectivity can be measured in two ways:

1. A precise measurement can be attained with a retroreflectometer. This device is pointed at a sign or pavement marking and measures the light from the object that has been scattered and reflected back to the meter. The actual units for this measure are candela per square meter per incident lux (cd/lx/m^2).
2. A more subjective, yet commonly used method, is to gauge retroreflectivity through a simple visual inspection at night.

Costs for Retroreflective Devices

When considering retroreflective devices, considerations in the overall cost include the type of traffic control device (e.g., paint, signs, etc.), the associated installation costs, as well as the level of retroreflective properties. It is also worth noting that costs may vary across manufacturers and with the quantity of an order. Based upon these variations in cost, it is recommended that several alternatives be considered when ordering retroreflective materials, including paint and signage. The following are some devices and the associated prices*:

- Retroreflective delineator—\$22.75 per device
- Retroreflective warning signs—\$18 per square foot
- Retroreflective location and guide signs—\$20 per square foot
- Retroreflective street name signs —\$100 per sign
- Retroreflective paint—\$1.70 per square foot

*prices included are from the [MassHighway Weighted Average Bid Prices](#) as of January 2008. These prices reflect the relative costs for retroreflective materials, and will generally be lower than what a municipality may expect to pay.

Resources

Massachusetts Traffic Safety Toolbox Series

This series of fact sheets provides information on safety improvements that can be implemented at the local level. Information on problem areas, possible countermeasures, and implementation considerations is included in each fact sheet which can be found at www.mass.gov/mhd/safetytoolbox/

The Manual on Uniform Traffic Control Devices (MUTCD)

Published by the FHWA, the MUTCD defines the standards used by transportation professionals nationwide to install and maintain traffic control devices on all streets and highways. The most recent version (2003) can be found at <http://mutcd.fhwa.dot.gov/>



For more information contact:
MassHighway
Traffic Engineering
(617) 973-8484

Last Revised:
January 2008

DID YOU KNOW?

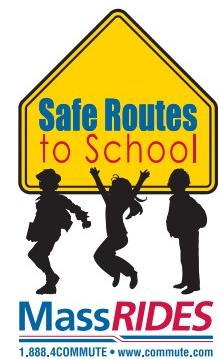
Roughly 48% of students bicycled or walked to school in 1969. Today, less than 15% of children walk or bicycle to classes.*

Travel to school can account for up to 25% of morning traffic.*

Among children 6-11 the rate of overweight has increased from 4% to 16% since 1963.*

In the late 1960s, 90% of children who lived within one mile from school walked or bicycled. Today, only 31% of children who live that close to school walk or bicycle.*

*national statistics



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This program supported by the Federal Highway Administration.

For more information, go to
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THE SAFE ROUTES TO SCHOOL PROGRAM

The Massachusetts Safe Routes to School program encourages safe, healthy trip options for travel to and from school. The program collaborates with superintendents, public officials, principals, teachers, parent-teacher organizations, students, community stakeholders, and neighbors. Successful Safe Routes to School initiatives include the five Es: education, encouragement, enforcement, engineering, and evaluation.

BENEFITS

- Physical Health
- Environmental Health
- Safety

ENCOURAGE

- Walking
- Bicycling
- Multi-family carpools
- Bus



GOALS

The Massachusetts Safe Routes to School program aims to reduce congestion, air pollution, and traffic conflicts near participating schools, while increasing the health and mobility of school-aged children. Safe Routes programs can establish healthy lifetime habits for students, increase children's independence, help them arrive at school ready to learn, and teach safe pedestrian, bicyclist, and driver skills.

SAFE ROUTES TO SCHOOL STATEWIDE RESOURCES

- Customized program design and implementation
- Educational materials and programs
- Student giveaways
- Safety enhancements
- Infrastructure improvements



Individuals' Abilities and Behaviors and Current Technologies in Intersection Crosswalks

**IT IS WELL RECOGNIZED
THAT PEDESTRIANS
WHOSE ATTENTIONS ARE
DISTRACTED BY OTHER
COGNITIVE, EMOTIONAL AND
PHYSICAL TASKS MAY NOT
CONSISTENTLY ENGAGE IN
SELF-PROTECTIVE BEHAVIORS
AT INTERSECTIONS.
THIS ARTICLE ASSESSES
CROSSWALK TECHNOLOGY
AND HOW IT RELATES TO
THE NEEDS OF VARIOUS
PEDESTRIAN POPULATIONS.**

BY MICHELLE F. HELLER, PH.D., P.E., MICHAEL J. KUZEL, P.E., ANDREW M. KWASNIAK, PH.D. AND JOSEPH F.B. CUADRADO

INTRODUCTION

The 2000 Uniform Vehicle Code and Model Traffic Ordinance define a crosswalk as "any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface."¹ Road striping serves to legally establish the crosswalk; alert road users of a pedestrian crossing point across roadways without traffic signals or STOP signs; and provide guidance for pedestrians crossing roadways by defining paths within the signalized intersection, according to the *Manual on Uniform Traffic Control Devices* (MUTCD).

Many guidelines and recommendations govern the design of new intersections and upgrades to existing intersections that attempt to meet the needs of the entire pedestrian population, which ranges in age, physical and mental capabilities, emotional states and levels of risk-taking. The crosswalk safety treatment implemented over the years has used a combination of engineering, enforcement and education (the three Es).² Although significant work to implement educational and enforcement efforts and engineering controls has been ongoing, pedestrian fatalities still account for more than 10 percent of traffic related fatalities.³

Current crosswalk engineering countermeasures focus on speed control as well as maintaining a separation between

pedestrians and vehicles.^{4,5} Examples of common infrastructure countermeasures include roundabouts, speed bumps, pedestrian refuge islands, multilane STOP signs and in-pavement flashing lights. Examples of common pedestrian and vehicular traffic flow countermeasures include reduced speed

limits, leading pedestrian intervals, exclusive pedestrian phases, adequate traffic signal timing and pedestrian prompting devices.⁶

Studies have shown that these technologies provide positive measures for increased pedestrian safety. For example, research by Markowitz et al. found a statistically significant injury reduction after the implementation of a "countdown" system in a city's intersection signals.⁷

An assumption by roadway designers has been that pedestrians will allocate appropriate attention to their surroundings, thus allowing these features to have a meaningful impact on their behavior. A diverse set of circumstances and activities may result in pedestrians not allocating appropriate attention to their surroundings. For example, eating on the run, reading a book, or being lost in thought may contribute to pedestrians missing important environmental cues that may contribute to their safety (see Figures 1 and 2).

There is projected to be an approximate five-fold increase in the number of cellular phones worldwide between the years 2000 and 2011, and currently as many as 20 percent of Americans over the age of 12 own a portable digital music player.^{8,9,10} The recent boom in the sales of personal mobile electronic devices (PMEDs) offers an additional source of potential distraction for pedestrians who multitask while walking to their destination.

DIVERSITY AMONG THE POPULATION OF CROSSWALK USERS

Over the years, research findings have been used by roadway designers to accommodate the abilities and limitations of pedestrians. For example, studies have sought to characterize the function of perceptual systems, such as those underlying human vision and audition, and these

data have been considered alongside environmental conditions (e.g., lighting or road noise) during the planning of crosswalks. In doing so, roadway designers have been able to characterize and account for the range in the pedestrian population likely to be using crosswalks.

However, continuing challenges face roadway planners despite the existence of many well-characterized behavioral patterns in the population. For example, while crossing a particular roadway may be well within the abilities of "typical" adult pedestrians, their ability to navigate the crosswalk may be limited due to environmental conditions, other pedestrians, or hindrances such as luggage. Therefore, while data on the capabilities and limitations of pedestrians of all ages may provide criteria as to a majority population to be served by crosswalks, additional factors may need to be considered. Including the interaction between mixed populations of pedestrians and the cognitive, perceptual and physical demands of walking while performing competing tasks may offer a more complete and realistic picture of crosswalk user tasks and the challenges faced when designing crosswalks.

The pedestrian population includes disabled individuals who may require additional information and/or assistance to safely cross a street. For example, for normally-abled individuals, most of the information at a crosswalk is obtained visually by watching traffic, seeing the markings and signage and observing the electric signs that indicate when it is safe to walk. Those who are visually impaired are more dependent on auditory cues such as the sound of the passing traffic and, potentially, sounds generated by the crosswalk signaling system. The special needs of disabled individuals have inspired roadway designers to create new and innovative technologies to meet their needs.

For example, MUTCD has defined accessible pedestrian signals (APS) as devices communicating "information about pedestrian timing in nonvisual format such as audible tones, verbal messages, and/or vibrating surfaces."¹¹ APS in the United States currently include ped-head-mounted, pushbutton integrated, receiver-based and vibrotactile only. Of these, speakers attached to pedestrian sig-



Figure 1. A diverse set of circumstances and activities may result in pedestrians not allocating appropriate attention to their surroundings.

nals (known as pedhead-mounted) are the most common.¹² For crosswalks equipped with auditory signaling, the placement of the signal, as well as the type of auditory cue it produces, contributes to its effectiveness for visually impaired individuals.¹³

Barlow and Franck discuss how the APS supply information regarding the signal status but cannot substitute for the other information gained from environmental cues.¹⁴ Survey data have shown that it is common for visually impaired individuals to have trouble knowing when they should begin to cross the street and have difficulty using pushbuttons.¹⁵ Auditory cues are pertinent for these individuals to determine traffic flow, their alignment within the crosswalk and their location within the crosswalk while they are crossing the street.¹⁶

Research has also shown that it is a common occurrence within the visually impaired population for pedestrians to begin crossing the street in the correct location and with the correct alignment but to travel outside the crosswalk by the time they reach the opposite side.^{17,18} Experimental studies have shown that far-sided audible signals are most effective at producing accurate crossings.¹⁹

The above-described technologies were designed to meet the needs of attentive pedestrians seeking crossing information. Pedestrians who may be



Figure 2. A diverse set of circumstances and activities may result in pedestrians not allocating appropriate attention to their surroundings.

distracted and not attending sufficiently to the crossing task to use the available information pose design challenges to the crosswalk engineer. The list of potential pedestrian distractions is infinite and may include looking at something in a direction other than the direction of travel, reading a newspaper, waving away an insect, talking to a friend, eating, looking at one's watch, attempting to find something in a backpack, or using a PMED. Looking is not always seeing, and distraction caused by any of the above activities could result in pedestrians either failing to look or looking but failing to see.

The looked-but-failed-to-see phenomenon is not new and is not limited to pedestrians. As described in Langham et al., a simple reasoning task can present enough of a distraction to cause drivers to slow their response to an in-lane hazard.²⁰ There has been limited research on this phenomenon in pedestrians, but current research indicates that individuals who are auditorily distracted while crossing an intersection appear to exhibit unsafe behavior (failure to look left and right, wait on curb for light to turn green before stepping into the street, etc.).^{21,22}

While important in the overall understanding of human behavior at real-world intersections, these observational studies only suggest a covariance between

behavior and cognitive distraction. To further assess this potential connection, two recently published research studies have attempted to address this issue in an experimental setting.

Kuzel et al. asked volunteers to walk through an office hallway and report on objects they perceived and details of those objects while being normally attentive, while having a casual cell phone conversation and while having a challenging cell phone conversation. The volunteers passed 11 out-of-place salient objects placed at eye and ground level. Prior to each trial, the subjects were told they would be tested on what they saw while walking through the hall. The results showed significant effects of conversation and level of conversation difficulty on objects recalled, details recalled and time to complete the trial.²³

Nasar et al. recruited pedestrians in a real-world environment to walk a course either with or without being engaged in a cell phone conversation. Participants walked past five out-of-place objects at eye level and ground level. At completion of the course, participants were shown photographs and asked to select the photograph that contained the objects they had just passed. The results indicated that subjects noticed significantly more objects while not engaged in conversation.²⁴ The results of these studies suggest that engaging in a auditorily distractive activity can cause pedestrians to miss salient objects in their environment.

A different study by Kuzel et al. provided a review of real-world collisions involving pedestrians who were reportedly auditorily distracted at the time. The review indicated that highly salient and expected roadway objects such as buses, police vehicles and trains have been involved in collisions with reportedly distracted pedestrians at or near standardized road crossing points.²⁵ The data suggest that pedestrians distracted by auditory activities, regardless of their form, may not always be sufficiently engaged in the act of crossing or walking along a street to perform the task safely.

In response, researchers, enforcement officials and transportation engineers are presented with several options to meet the continuing challenge of improving

MANY CURRENT AND POTENTIAL FUTURE TECHNOLOGIES ARE FOCUSED ON HELPING MAKE PEDESTRIANS MORE AWARE OF THEIR SURROUNDINGS.

the safety of distracted pedestrians, including educating the public about the potential dangers of being distracted while walking; enacting regulations to change pedestrians' behavior related to distracted walking; and/or implementing new engineering controls. Research conducted on the effects of cell phone use while driving has found that educating drivers about the hazards is more easily achievable than changing their behavior.²⁶

The effect of the enactment of laws by some states to require hands-free use of cell phones to reduce driver distraction remains to be determined. Implementation of new engineering controls between vehicles and the roadway infrastructure may help reduce injury among distracted pedestrians by shaping driver behavior.

FUTURE CROSSWALK TECHNOLOGIES

Vehicle infrastructure integration (VII) is a current initiative by the U.S. Department of Transportation to develop active safety technologies and create a communications infrastructure where data are transmitted between vehicles and the roadway.²⁷ One particular area of VII that may be able to address the needs of the distracted pedestrian is Cooperative Intersection Collision Avoidance Systems (CICAS). These systems are both vehicle-

and infrastructure-based and would seek to warn drivers about likely violations of traffic control devices and/or potentially inform drivers about the existence of pedestrians within an intersection.²⁸

Implementation of CICAS consists of vehicle-based technologies and systems; infrastructure-based technologies and systems; and communications systems to provide warnings and data between the infrastructure and equipped vehicles. Such technologies would serve to warn drivers of a potentially harmful situation so that they can devote their full attention to their environment, react appropriately to the task at hand and hopefully avoid an adverse event. These systems would in essence attempt to prompt drivers to allocate their attention to the roadway in the event of an impending collision.

These technologies are currently under investigation but have not been fully evaluated to determine their utility in real-world situations. It is interesting to note that much of the focus of the new technological developments is related to human factors issues; namely, alerting drivers to pay more attention when it is most critical to avoid a collision.

CONCLUSIONS

Current crosswalk features and technologies are capable of assisting diverse populations in safely crossing a roadway, and new technologies are currently under development. One important consideration in crosswalk design and implementation is human behavior. Research conducted during the last century has supplied the information necessary to design crosswalks that meet the needs of much of the pedestrian population. Many current and potential future technologies are focused on helping make pedestrians more aware of their surroundings. Having an understanding of how distractions affect pedestrian-intersection interactions is important in evaluating such technologies.

Recent research has sought to increase our understanding of the behaviors and performance capabilities of PMED-distracted pedestrians. By making the choice not to engage in distractive activities while crossing the street, pedestrians can make intersections and crosswalks safer for themselves. Regardless of the safety tech-

nologies available at a given crosswalk, one clear way to reduce potential accidents due to inattention is to have both pedestrians and drivers choose not to engage in activities that may distract them.

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